CYCLE NEWS®

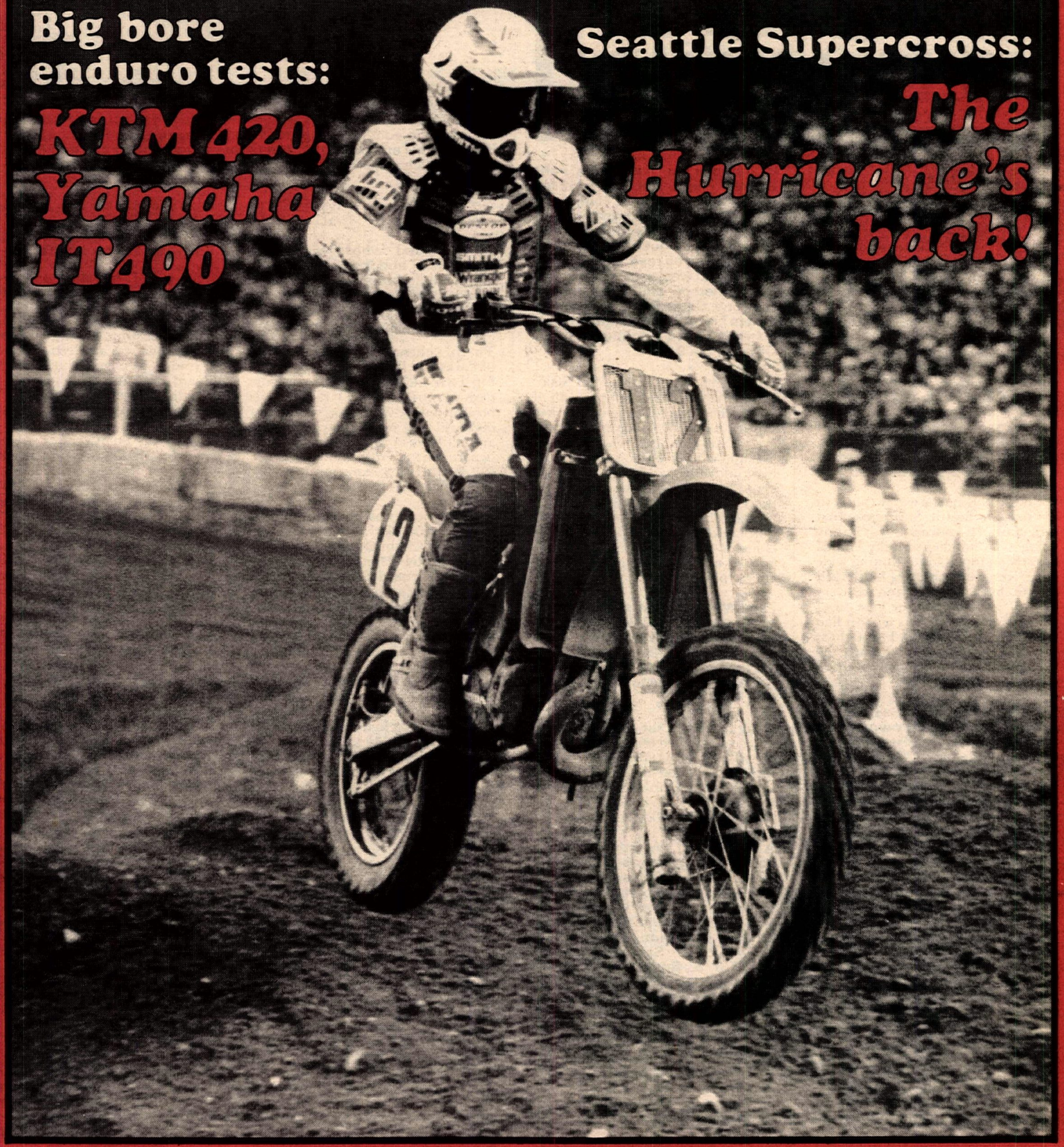
WEST Volume XX : Number 6 : February 23, 1983 85¢

Big bore enduro tests:

KTM 420, Yamaha IT490

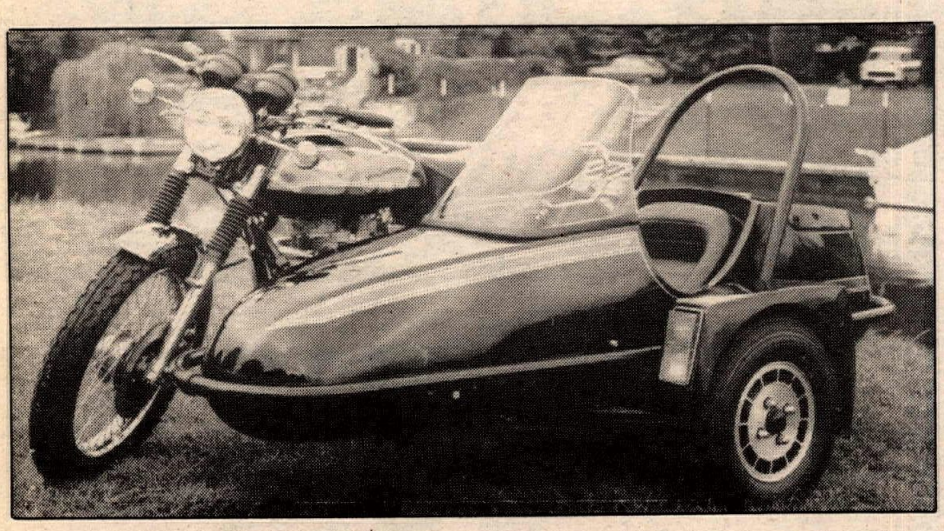
Seattle Supercross:

The Hurricane's back!

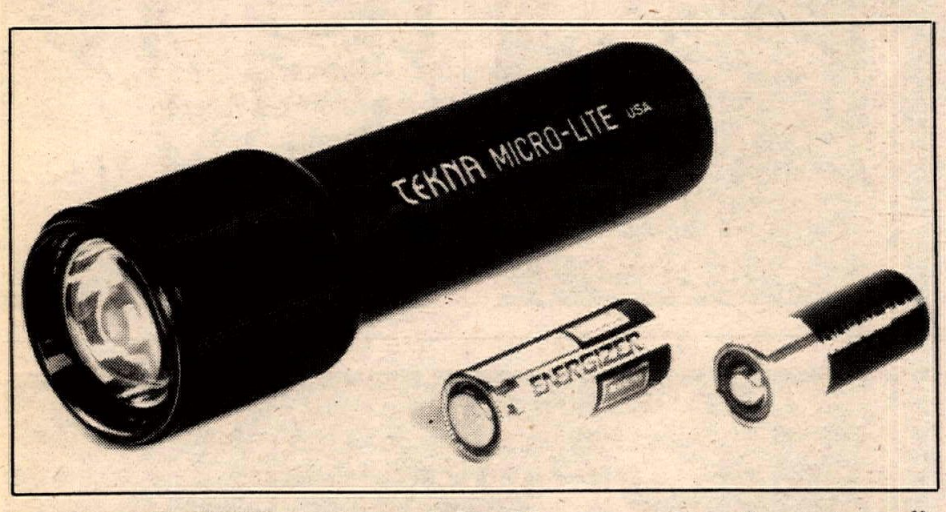


AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

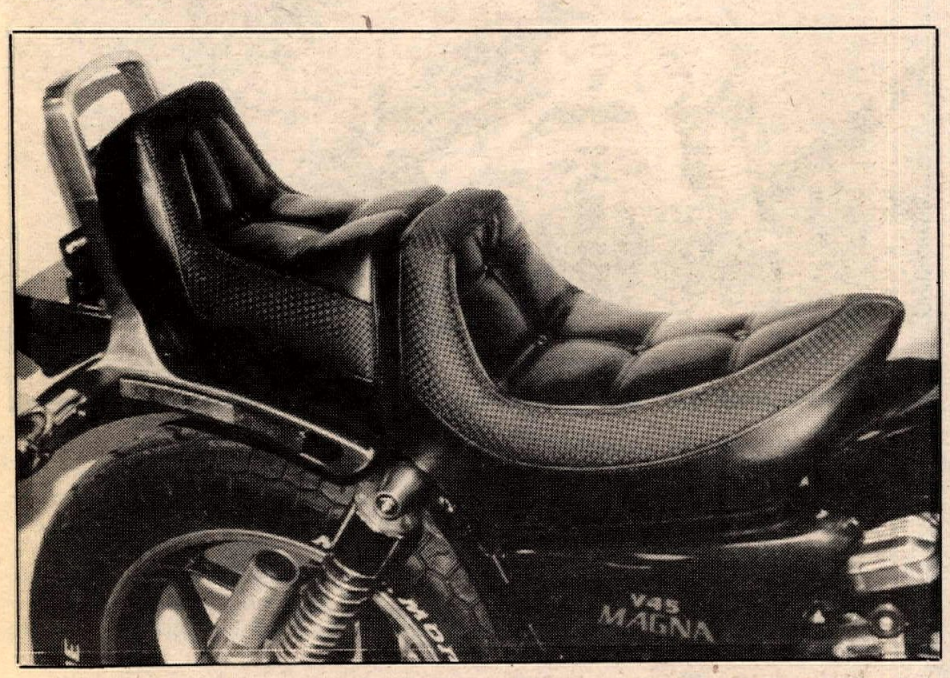
NEW PRODUCTS



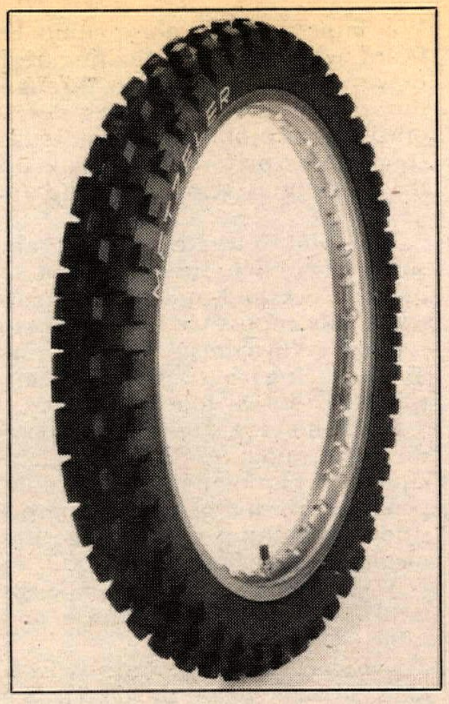
The English-built Squire line of sidecars is now being imported by Thompson Cyclecars. Squire produces eight models ranging in sizes to fit 150cc motor scooters up through the largest Harley-Davidson. There are touring and sporting models available. The sidecars feature a color-impregnated one-piece fiberglass body cradled in a tubular steel perimeter safety frame. For information, including brochures, prices and specifications on the Squire or Thompson line, write Thompson Cyclecars, P.O. Box 2, Dept. CN, San Fernando, CA 91340.



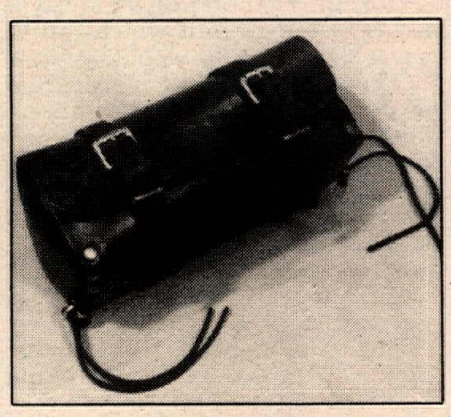
The Tekna T-1050 Micro-Lite was designed for motorcyclists who want a small, lightweight, waterproof, indestructible, reusable flashlight. The Micro-Lite is four inches long and easily fits into a riding jacket pocket, tank bag, "under seat" compartment or even on a key chain. The flashlight uses two "N" size batteries. It sells for $6.95. See a dealer who carries the Rocky Cycle line of accessories for more info.



Honda Magna owners who would like to dress up their bike a bit should check out the Al Simmons Company and its line of custom seats. They have a special model called the Mustang Magna, designed especially for the Honda Magna. It features textured Naugahyde trim and stylish two-piece construction on a single fiberglass base. The price is $159.95. If your dealer doesn't carry the Simmons line, contact them at Dept. CN, Town Hill Rd., Terryville, CT 06786-0283.



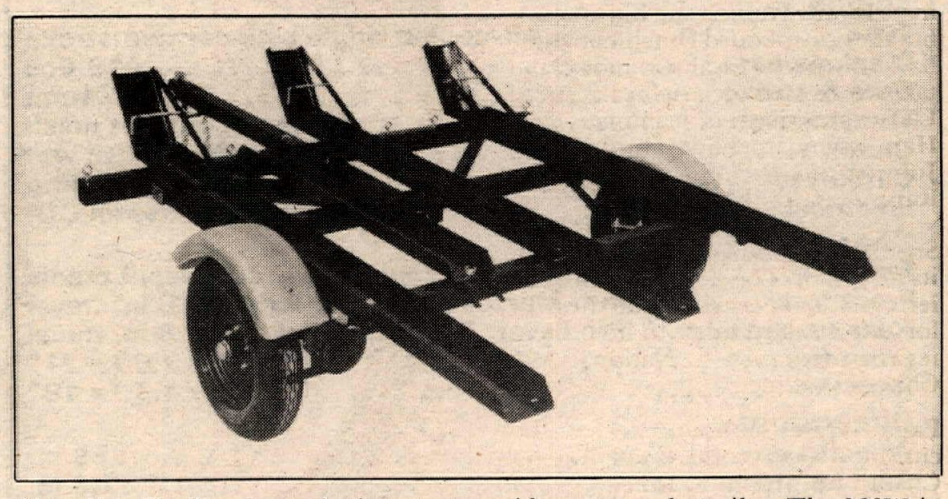
Want help making the front end stick to the ground on your MXer? Try Metzeler's Perfect Cross front tire. The 3.00-21 tire features an asymmetrical six block pattern, new rubber compound, 3-ply nylon construction and a new sidewall design. The tire is priced at $50. For more information see your Metzeler tire dealer.



Wen/Jam's Universal Handlebar/Sissybar Bag is made of heavyweight, durable leather. It features rivets at all overlaps for strength and straps with bridle-type roller buckles for mounting and closure reinforcement. The flap secures via a hook and loop closure system. If your dealer doesn't have the Wen/Jam line have him contact them at Dept. CN, 19 North Ave., Buford, GA 30518.

Esprit Products has added two new jackets to their line of leather products. The male style, called Madrid, and the matching female style, called Raven, are made from heavier than normal leather and come in black with gold accent piping on the shoulders. The jackets feature heavy-duty stitching, lower hand-warmer pockets, a mandarin collar, expansion panels for comfort, and a longer back area to reduce drafts. The Madrid is available in men's sizes 36 to 50 for $172.95 while the Raven model for women comes in sizes 30 to 40 and costs $157.95. See your favorite dealer who carries the Esprit line of accessories.

Custom Chrome Inc. has show chromed caps to fit over stock swingarm caps on the Honda CX500 and Gold Wing. The caps sell for under $10 per pair. Drop CCI a line at Dept. CN, 16160 Caputo Dr., Morgan Hill, CA 95037 for more info.



Shoreline Trailers is marketing a new, wide motorcycle trailer. The M6W is available in three models, ranging in net carrying capacities from 850 to 1,450 pounds. Trailers are available with two, three or four rails. Overall length is 10'4" while the width is 6'6". Contact Shoreline at P.O. Box 4575, Dept. CN, Augusta, GA 30907.

TEN YEARS AGO

There was a bit of moisture for the Four Aces annual Moose Run desert race, but that didn't stop **Tom Brooks** from taking the win on his 125 DKW. Brooks was followed by **Mitch Mayes** on a big-bore Husky, and third overall, first 250cc Expert, went to **Mark Adent** on a more-than-175cc-but-less-than-250cc DKW. To complete a DKW sweep of sorts, **Cordis Brooks** won the Trailbike class on one of the German critters.

In the annual AMA Class B membership meeting, a proposed change in the AMA code was submitted that would change the make-up of the AMA Executive Board. Under the proposal, two Class A (or general membership) members would be elected to the Board. The proposal was voted in.

Rick Owens and **Danny Davis** piloted a 1969 Yamaha 250 to the motorcycle win in the NORRA Parker Dam 500. The pair finished over an hour ahead of the second motorcycle, the first 125cc machine ridden by **Jack** and **Leo Froelich.**

It was a good day for Husky riders in CMC Carlsbad motocross. **Mark Blackwell** took the 500cc Expert win ahead of fellow Swedish iron rider **Bruce Torbett. Terry Clark** put another Husqvarna out ahead of the 250cc Expert class and came home a winner.

According to the MIC's **James Potter,** motorcycling grew in 1972 with an 8.4% growth in imports over 1972 for an import total of 1,689,811 units. Uncle Sam was one of the big winners, with calculated import duty collected jumping 18% to total $35,049,000.

Yamaha's **Kenny Roberts** made a last-lap charge to nip **Rick Hocking** (Yam) at the finish line for the win in the Yamaha Silver Cup indoor short track event at New York's Madison Square Garden. With his runner-up finish, however, Hocking claimed the American Indoor Championship title. **Mike Kidd** rode a Bultaco to third in the Garden.

Pierre Karsmakers (Yam) and **Brad Lackey** (Kaw) continued their 500cc Expert battle as the Florida Winter-AMA MX Series hit Tallahassee. Lackey won the first moto over teammate **Jimmy Weinert** and Karsmakers, but the transplanted Dutchman came back to win the final two motos and take the overall on a tiebreaker from Lackey. Karsmakers' teammate, **Tim Hart,** wound up the day third overall. **John Franklin** (Mai) bested **Tom Rapp** (Bul) for the 250cc Novice win.

Suzuki put another Belgian rider on its MX team. The rider, **Gaston Rahier,** wasn't expected to ride the GPs for Suzuki, but rather to help them regain the Japanese National MX Championship.

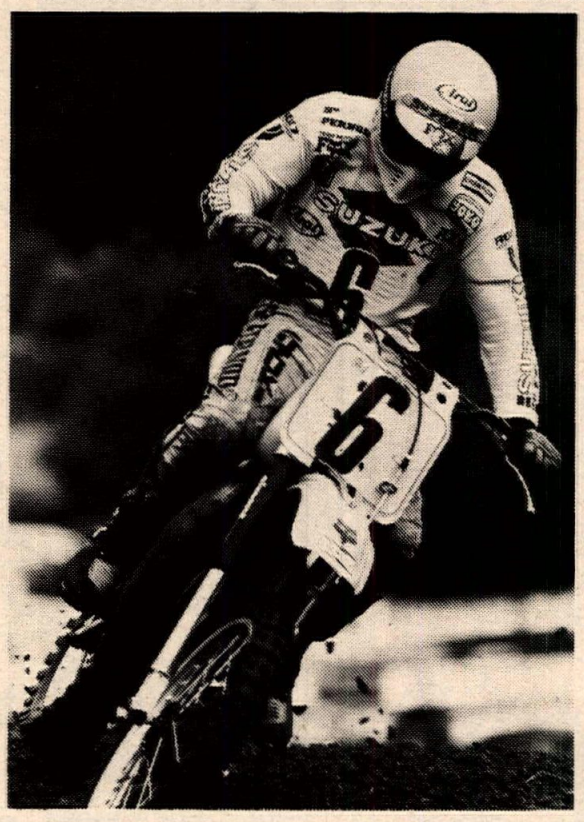
Papa Wealey announced that the current 250cc World Road Racing Champion, **Jarno Saarinen,** would be on a water-cooled works Yamaha for Daytona. Expected to join him were European Yamaha teammates **Charles Mortimer** and **Teuvo Lansivouri.** •

Champion wins 13 of 14 World Grand Prix motorcycle championships.

Never in the history of International motorcycling has one name so completely dominated the Grand Prix championships as did Champion in 1982.

Champion-fired motorcycles – ranging from the big-engined Japanese to the mini-sized Europeans – took top honors in 13 of 14 World Grand Prix championships. And capped that by sweeping three national team world Motocross championships, as well.

With a record like that, better make sure you ride with Champions, too. Just like the champions did.



1. 500cc: Franco Uncini on Suzuki.
2. 350cc: Anton Mang on Kawasaki.
3. 250cc: Jean-Louis Tournadre on Yamaha.
4. 125cc: Angel Nieto on Garelli
5. 50cc: Stefan Dorflinger on Kreidler.
6. Side Car: Schwarzel/Huber on Yamaha.
7. 500cc Motocross: Brad Lackey on Suzuki.
8. 250cc Motocross: Danny Laporte on Yamaha.
9. 125cc Motocross: Eric Geboers on Suzuki.
10. World Speedway Champion: Bruce Penhall on Weslake.
11. Motocross des Nations (500cc): USA Team—Danny Chandler on Honda.
12. Trophé des Nations (250cc): USA Team—Danny Chandler on Honda.
13. Coupe des Nations (125cc): Italy Team—Michele Rinaldi on Gilera.

CHAMPION®
NOTHING SPARKS LIKE A CHAMPION

The DUNLOP CIRCLE OF WINNERS

1st 125cc Pro Class

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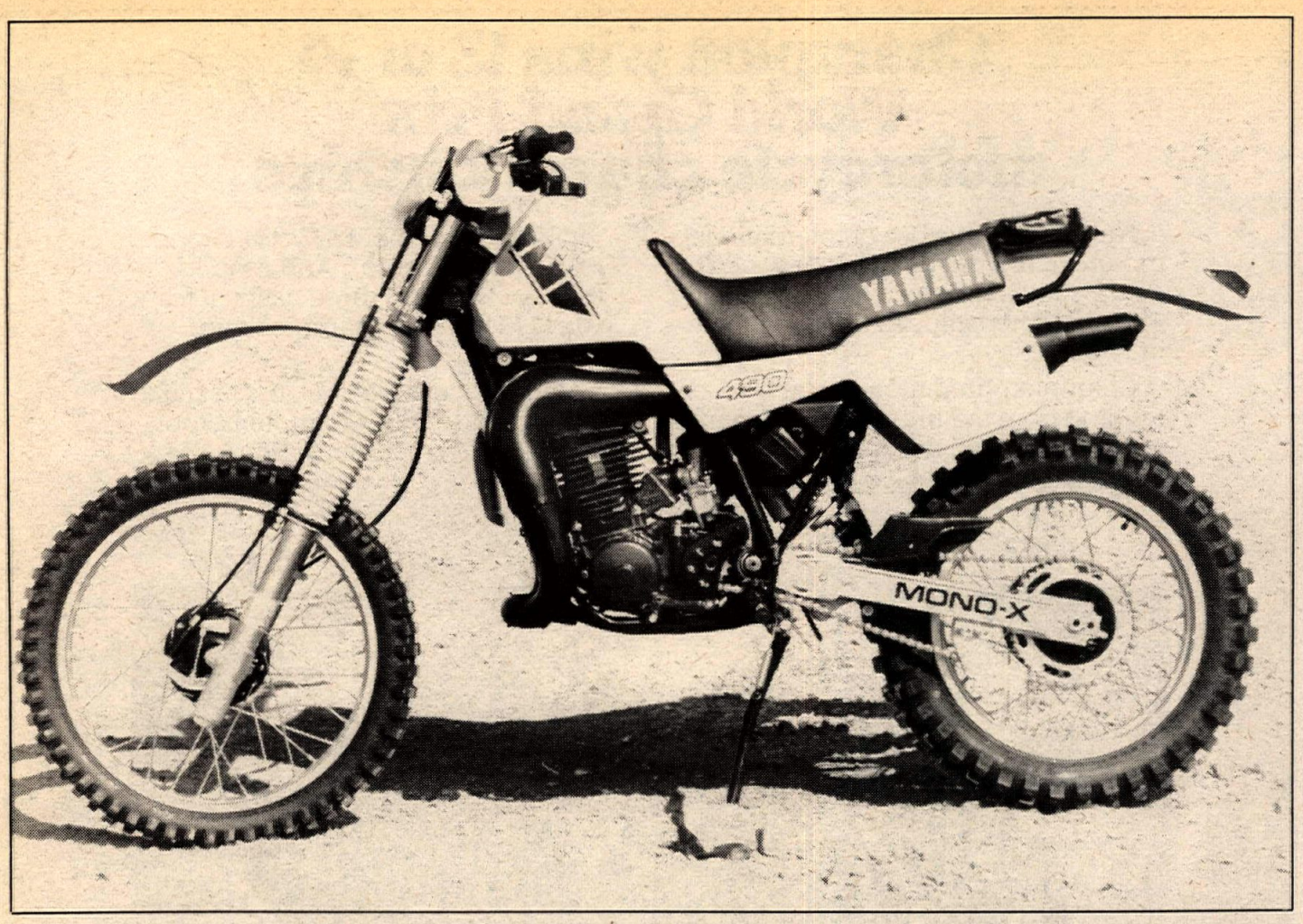
1/16/83 Madera, CA

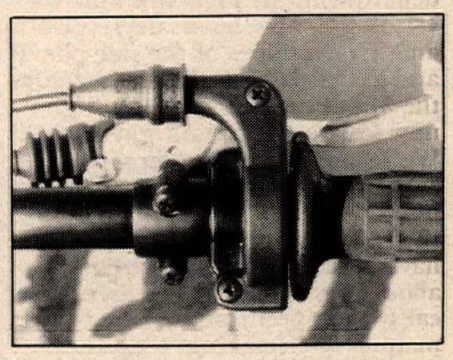
CMC GOLDEN STATE SERIES
BOTH EVENTS
JEFF WARD
Kawasaki on DUNLOP

Congratulations, Jeff, on your fine form at the start of the '83 season. Thanks for choosing **DUNLOP K690A's** on your MIKE McANDREWS tuned Kawasaki Factory KX125.

More cycles ride on Dunlop than any other tire in the world.

DUNLOP
The Logical Choice





(Top) Tool kit is pretty substantial, but lacks the necessary wrench for axle removal. (Above) Smooth throttle is connective to a very authoritative, if somewhat mild-mannered, engine. (Left) The biggest IT ever features very clean looks.

Playing acrobat in the wilds is easier with the new IT490K. Lowering the shock in the frame brought the center of gravity down and made the big enduro more maneuverable.

Impression: 1983 Yamaha IT490K

Tantalizing treat for big bore enduro fans

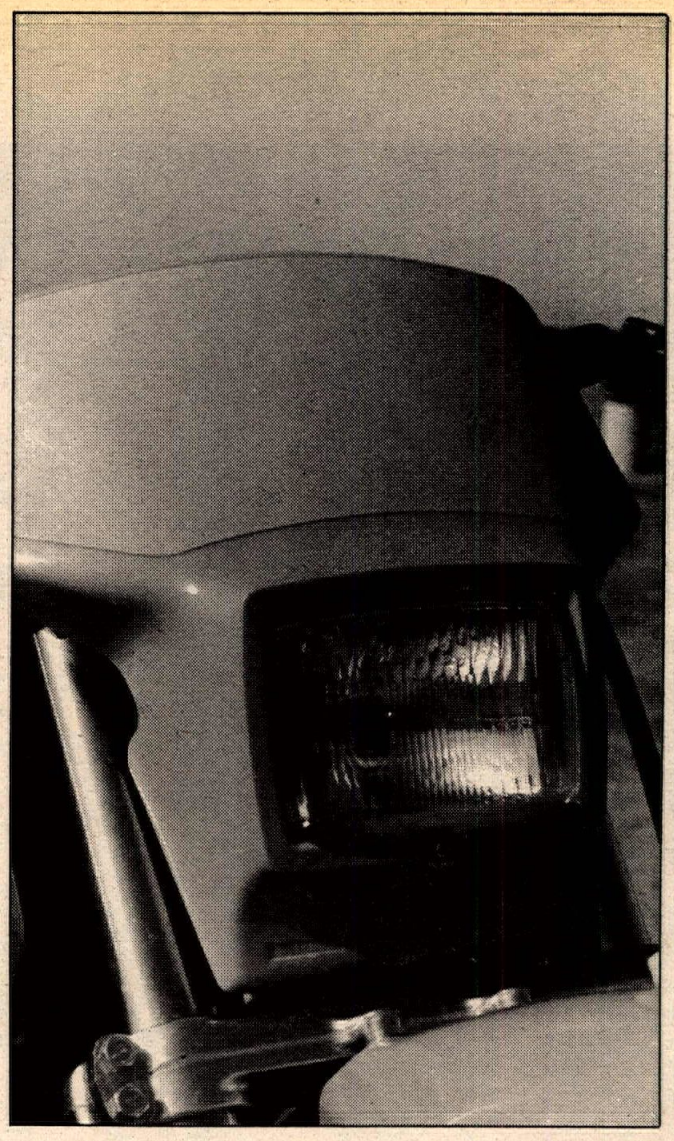
By Jim Bowman

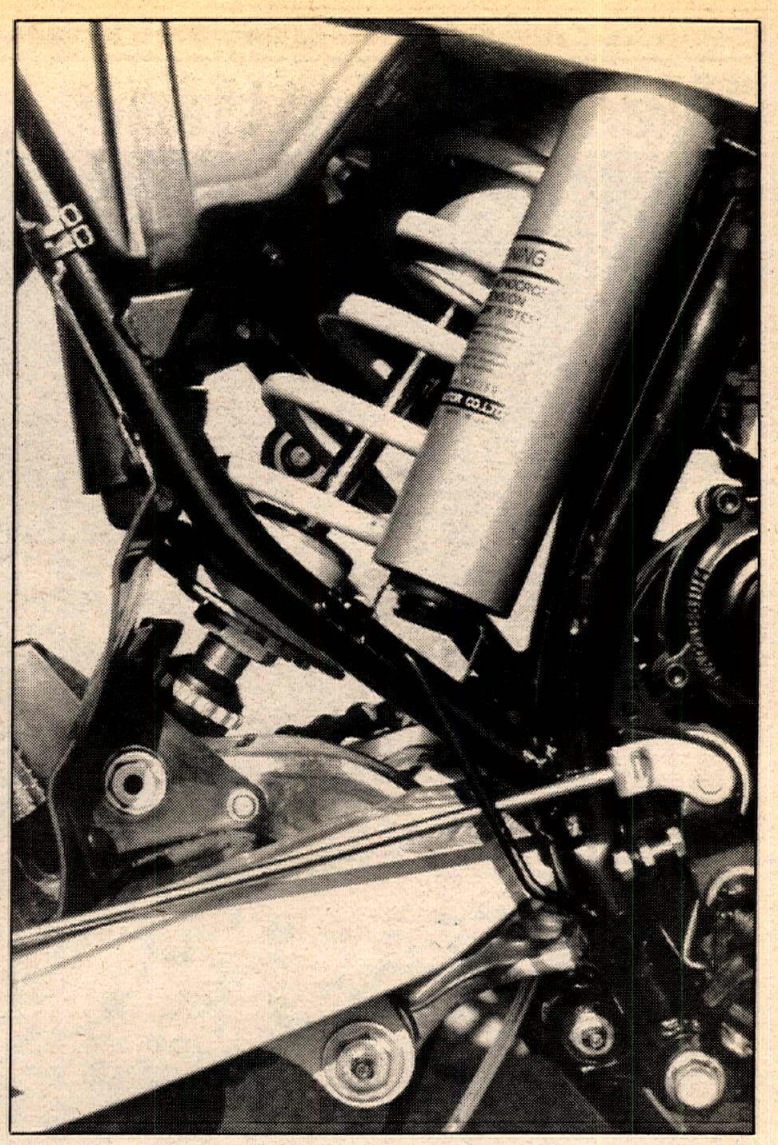
For years, Yamaha IT fans have taken a back seat to the YZ product line, savoring the latest YZ goodies and suffering a year's wait or more to pick up the benefits themselves.

Last year, Yamaha began to change things by giving the IT175J the latest suspension. Unfortunately, they left the big bore ITs the same. This year, the IT175 remains the same and the big bore riders get the full YZ treatment — and there's good reason for them to be excited.

The changes in the new IT are evident at first glance. In the looks department, the IT is still blue with yellow graphics, but a safety type seat and the new lines of the side panels and gas tank set the bike apart from the ITs of the past. The headlight is now square and the taillight is larger. We've already heard rumors of riders experimenting with accessory square headlights that may easily adapt to the IT housing, so new owners may have an additional feature to be excited about. Just keep an eye on the electrical system specifications listed in the manual when making modifications.

The biggest changes for the 1983 big bore IT are the increased engine displacement and the addition of the latest YZ suspension. The IT has been bumped up from the 465 to 490cc, as the YZ was last year, but the suspension changes are the greatest news. The IT has gained the new YZ configuration that lowers the shock in the frame, thus lowering the center of gravity. This helps tremendously, because the old ITs were terribly top heavy. A certain amount of this is hard to avoid in an enduro bike with a large gas tank, but this change is definitely a move in the right direction.





Suspension

Owners of new ITs will also be happy to know that the new IT suspension offers every rider plenty of adjustability. The IT rear shock still comes without adjustable compression damping, but there are 25 settings for the rebound damping. There are also heavier and lighter springs available for the shock and the fork, and they are compatible with the YZ line if you need even more adjustment. There is also an adjustment for preload on the shock, but general suspension tuning dictates that this should be reserved for minor changes; the cost of a new spring is small compared to the gains if it is needed.

Despite all the adjustability, many IT owners will never need to adjust the bike. Our testers adjusted the suspension for their own needs in competition, but we felt that the suspension was pretty close as delivered. Yamaha forks have always worked well and the new rear suspension complemented that with a plush ride over enduro type terrain. When it came time for motocross or desert, we had to increase the rebound damping a couple positions and stiffen the preload and the fork, but the change from enduro type terrain to jumps and whoops is a big one and the rider who learns to adjust his suspension will receive his just rewards in a comfortable ride.

The frame that carries the IT suspension is basically the same as the YZ, and that is why the suspension is so compatible. The only real difference between the bikes is that the steering head is moved back 20mm to make the bike more nimble in the trees and rocks. For owners of the old IT465s, this translates into a reduction of both trail and rake, and it really works. We entered the bike in a desert race with several tight rocky sections and not only enjoyed the easy handling, but smoked our class in these sections as well. When it came to the rough fast sections, however, the rider really had to work to keep the busy machine going in a straight line. The IT is an enduro bike and handles like one. Given a little longer travel and stiffer springs, however, we're sure the bike would be plenty serious for desert.

Powerplant

The IT490K motor uses essentially the old IT465 transmission with a new cylinder and a longer piston stroke. The only other changes are little technical ones here and there in the engine that either reduce weight, or increase reliability. Thicker fin bases on the cylinder and head improve cooling efficiency.

What all the technical changes in the IT motor boiled down to was a smooth, predictable motor that is none too slow. We had fun climbing hills, riding wheelies and trail riding the IT. There are no surprise bursts of power, but there is plenty of top end speed provided through the five speed transmission. Acceleration will challenge your ability to hang on if you grab a handful, but you can dial what you need any time. With the amount of power available in an Open class bike, this kind of rideability becomes the key design goal and the IT490 passes the test.

Arrow-chasing goodies

The IT still carries basically the same enduro hardware it's had for the last couple of years. There is an odometer, a pair of the popular IT handguards, a tool kit, a headlight and taillight, a new and simpler throttle assembly and the quick change wheel setups. The taillight wasn't working when we got the bike and the headlight burnt out right away. Keep both bulbs in working order or buy a voltage regulator. One tip for those interested in making an IT street legal; a third wire is provided to the taillight for a brakelight switch.

The tool kit received a change this year in that now the sparkplug wrench socket is welded to the wrench to make servicing easier and faster. Now if only Yamaha would supply a wrench that riders could use to remove the wheel axles when out on the trail.

We're glad to see the folding shift and brake levers are here to stay, but we wish the shift lever had been set up for a smaller boot size. Our test rider with size 9½ boots had sore toes for several days after reaching for the shift lever. Accessory companies will solve this problem and make a buck.

While we're nitpicking, the only other complaint we had about the IT was a little one concerning a compromise between weight and styling. The bike received a lot of styling changes for 1983 and a loss in weight that was due to the total savings of a fraction of an ounce here, and another there. With such careful attention to weight savings, it seems a shame that the gas petcock was placed on a section of the gas tank that prohibits the gas in the low rear sections from being used; this translates into dead weight that is placed up high on the bike. As excited as we are about all the other improvements this year, this seems a painfully wrong compromise.

Our impression

The IT490K has been completely redesigned to meet the needs of enduro riders and trail riders, as well as to serve as a good base for modification for other forms of off-road competition. With the exception of a few details, the IT does all this and more. It is a competitive enduro bike that meets the needs of trail riders as the motor is mild mannered; the bike handles well and it finally has the latest suspension. But what's really important to us is that Yamaha has done all this technical stuff for us and now that this is all down on paper, we can go back to riding IT. •

Specifications

Engine

Type	Air cooled two-stroke.
Displacement	487cc.
Bore x stroke	87 X 82mm.
Oil capacity	0.85 U.S. quart.
Compression ratio	6.7:1.
Starting system	Kickstarter.
Ignition system	C.D.I. magneto.
Spark plug	Champion N-3C.
Transmission	Constant mesh, five-speed.
Carburetor	Mikuni VM38SS.

Frame

Type	Double cradle.
Front suspension/travel	11.8 in.
Rear suspension/travel	11.8 in.
Front tire	3.00-21-4PR.
Rear tire	150/80-18-4PR.

Dimensions

Wheelbase	58.5 in.
Seat height	37.2 in.
Minimum ground clearance	13.4 in.
Dry weight (claimed)	262.4 lbs.
Fuel capacity	3.6 gal.
Suggested retail price	$2,249

Western hotline

(Above) The 125cc Beginners blast off the line at Corona. (Below) Bryan Crampton (673) leads Greg Kopp, the winner of the second 250cc Novice division at Corona.

Bartel best at Perris D-37 ST

By Maureen Lee

PERRIS, CA, FEB. 12

The Lightweights hosted district riders to a short track at Perris Saturday evening; the track looked real good and held up well — almost to the end of the evening.

One of the best races of the evening was in the Veterans class in the third round. Michael Morse won the first two, but was DNF for the night. Bill Bartels had been firmly tucked in second place for the first two and then shot off with the win in the third. "The race" was between Ken Barrow and Mike Hart. Ken came in with a 6-6 and Mike with a 5-5, but they really got to pushing in the third heat, going much quicker and really fighting it out for second and third. Mike got second, eventually, after they swapped it back and forth for more than four laps, and the two men had nothing but excited shouts of glee over each other's performances when they pulled off their helmets and started thumping on each other's shoulders in the pits. Some of the jelly bean brigade don't get that excited over racing.!

Sources told us their turnout was down because Corona had elected to run that evening, but there were still enough on hand to make two good Money races out of it. A few had bike problems. Chris Cannon couldn't keep it running right in the 250cc class. Rob Hassey had troubles too, and at the end it was Roger Thompson and Curtis Cannon running all by themselves in the second round. Chris Cannon got back in the last round and chased Roger and Curtis around some more.

In the 500cc Money, Chris Cannon went out front on the start of all three heats, running hard as usual. But up would come Roger Thompson and finally find an opening to get by.

The best tussle out of all of them was in the final round. It led off Chris Cannon, then Curtis Cannon, Dan Kane and Thompson. Thompson kept on working away as they went 'round and 'round. He was breathing right on Chris's back, and Curtis lost some ground when he overslid a turn. The finish flags were in the starter's hand when Roger found a little place on the inside of Chris and slid through. Cannon tried hard to get him back, and they ran side by side with a nice little bit of clean blocking going on when Roger got a bit of an edge over his friend and wasn't about to give it up.

All the Mini friends were back out for the beginning of the season. The one lone 125cc in the group, ridden by Scott Brown, did very well, but others who caught the eye were the Windham brothers, Dan and Donald (District 37 always has a pair of brothers moving on up in the wheel tracks of the Scotts and now the Cannons) and there was another new face — Dustin Evans who signed in Beginner but looked too good. He's a Mini-motocrosser with a factory ride...well, Steve Wise didn't sign up Novice when he rode short track at the Astrodome, even if he was heavy in motocross experience only! Experts are never Beginners.

In the 250cc Novice class it was Ron Wood with three straight wins, but Don Ambrose and Ken Barrow had a whale of a race between themselves. In 250cc Junior-Expert, Curtis Cannon won overall with a 1-3-1 over Danny Perkins' 2-1-2, the "spoiler" between the two Experts was Bruce Nordstrom with 4-2-3.

Results

MINI COMBO: 1. Scott Brown; 2. Dustin Evans (Yam); 3. R.M. Stoutenberg (Yam).
500 AM/EX: 1. Curtis Cannon (Yam); 2. John Barricklow (Yam); 3. Greg Nelson (Yam).
500 NOV: 1. Jim Kesler; 2. Michael Hart; 3. Ken Barrow.
VET: 1. Bill Bartels (Hon); 2. David New (BSA); 3. Michael Hart.
250 NOV: 1. Ron Wood (Yam); 2. Don Ambrose (Yam); 3. Ken Barrow (C-A).
250 AM/EX: 1. Curtis Cannon (Yam); 2. Danny Perkins (Yam); 3. John Barricklow (Yam).
250 MONEY RACE: 1. Roger Thompson; 2. Curtis Cannon.
500 MONEY RACE: 1. Roger Thompson; 2. Chris Cannon; 3. Dan Kane.

Collier, Canada capture Mini wins at Corona MX

By Kit Palmer

CORONA, CA, FEB. 4

Jason Collier (Hon) won a hard fought battle in division one of the Mini Beginner class tonight at Corona Raceway after trading moto wins with Kawasaki-mounted Sloan Cooper.

The action began with the start of moto one when Cooper shot to the front of the pack, pursued heavily by Collier, Paul Cline (Yam), Sheryl Fedorow (Yam), Roy Bloodwroth (Suz) and Mark Rainaud (Kaw). By the end of lap one, the two leaders

were handlebar to handlebar as they fought for the number one spot. During the next go-around, Rainaud had snuck by both Bloodwroth and Fedorow to overtake the fourth position. But, all eyes were fixed upon the leaders as they neared the checkered flag. After exiting the final turn, Cooper had a slight advantage over Collier to take the win. Third went to Cline followed by Rainaud and Dunn Voyer (Yam).

Moto two was just as exciting as the first when Collier captured the holeshot this time ahead of Cline, Cooper, Rainaud and Fedorow. It took Cooper half the race to find a way around Cline before he could set after Collier. During the final lap Cooper was hot upon Collier's rear fender, but Collier managed to hold Cooper back for the narrow win. Cline again took third while Rainaud and Fedorow took fourth and fifth.

There was no stopping Danny Canada (Yam) in division two of the Mini Beginner class after he ran away with the win in both motos. Each time out Canada rocketed into the lead then cruised to victory. Canada's nearest competitor was Kevin Bussey (Yam) who took second in each outing. Third, with a 6-3 score, went to Yamaha-mounted Brian Clark (Yam) while fourth and fifth went to Matt Shackelfund (Kaw) and Bret Stovall (Yam).

In the 60cc Junior Cycle class it was Pomona Valley Kawasaki's Wes Klein who made a clean sweep, flawlessly capturing the win in both motos. Second to Klein was Brandon Sperly, after trading 2-3 scores with third place finisher Jacob Swain (Kaw). A 4-5 tally gave Charles Vice (Yam) fourth while fifth and sixth went to Mike Metzger (Yam) and Robert Naber (Suz).

The 60cc Pee Wee win went to Shane Good (Yam) after combining a 1-1 score. Second went to Jason Martin (Kaw) while third went to Chris Wood (Yam).

Results

HIGH SCHOOL

MINI NOV: 1. Chris Vano (Yam); 2. Jimmy Daro.

WOMEN'S: 1. Barbara Bechtel.

125 NOV: 1. Kenny Bish (Hon); 2. David Munns (Suz); 3. Hank Torris.

125 INT: 1. Valter Elicker (Yam); 2. Wayne Reasner (Kaw).

175 NOV: 1. Valter Elicker (Yam); 2. Wayne Reasner (Kaw); 3. Kenny Bish (Hon).

250 SR: 1. Willie Musty (Suz); 2. Craig Wells (Hon); 3. Kevin Valentin (Yam).

500 NOV: 1. Tom Munns (Yam); 2. Kevin Valentin (Yam); 3. Robert Monson.

500 SR: 1. Willie Musty (Suz); 2. Craig Wells (Hon); 3. Jeff Winders (Yam).

UNATTACHED

60 PEE WEE: 1. Shane Good (Yam); 2. Jason Martin (Kaw); 3. Chris Wood (Yam).

60 JR CYCLE: 1. Wes Klein (Kaw); 2. Brandon Sperly; 3. Jacob Swain (Kaw).

MINI BEG: 1. Jason Collier (Hon); 2. Sloan Cooper (Kaw); 3. Paul Cline (Yam).

MINI BEG: 1. Danny Canada (Yam); 2. Kevin Bussey (Yam); 3. Brian Clark (Yam).

MINI BEG: 1. Danny Canada (Yam); 2. Kevin Bussey (Yam); 3. Brian Clark (Yam).

MINI NOV: 1. David Foltz (Yam); 2. Steve Burdette (Yam); 3. David Church (Suz).

MINI INT: 1. John Abright (Yam); 2. Roy Chambers (Yam); 3. Mike Wiese (Yam).

MINI EX: 1. Tom Combs (Kaw); 2. Andy Northrop (Hon); 3. Gary Dent (Kaw).

125 BEG: 1. Greg Wall (Hon); 2. Rob Carpenter (Suz); 3. Jim Williams (Yam).

125 BEG: 1. Greg Kopp (Yam); 2. Gerald Reid (Yam); 3. Tom Popovich Jr. (Hon).

125 NOV: 1. Mark Lopera (Yam); 2. Brandon Schneidler (Suz); 3. Tony Strangio (Suz).

125 INT: 1. Greg Bender (Yam); 2. Mark Decker (Yam); 3. Jason Coolbaugh (Yam).

250 BEG: 1. Vic Kepler (Suz); 2. Tim Rose (Kaw); 3. Ron Dunham (Suz).

250 NOV: 1. Ron Fagan (Yam); 2. Geoff Pittser (Hon); 3. Rod Drury (Hon).

250 INT: 1. Rusty Taflinger (Hon); 2. Nick Peltzer (Yam); 3. Tom Brown (Hon).

250 PRO: 1. Ed Wagstaff (Yam); 2. Tim Krogh (Hon); 3. Rick Vanderham (Yam).

500 BEG: 1. Ron Cavanaugh (Yam); 2. Greg Johns (Mai); 3. Ralph Mendenhall (Hus).

500 NOV: 1. Jim Anderson (Hon); 2. Keith Peel (Hon); 3. Larry Boyo (Hon).

500 INT: 1. Robert Tippit (Suz); 2. Ed Cavanaugh (Hon).

500 PRO: 1. Jeri Heinonen (Yam); 2. Gary Gonzalez (Suz); 3. Curt Davidson (Hon).

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Roger Hensley topped two Pro classes at CRC's Indian Dunes MX.

Hensley double trouble in CRC Indian Dunes mud-o-cross

By Tom Corley

VALENCIA, CA, FEB. 6

Though it only drizzled during the motos, the Indian Dunes ground was muddy enough to sink a bike up to the spokes. Proving to be the top mud rider of the day was Roger Hensley who took the top wages in both the 125 and 250cc Pro classes during California Racing Club Motocross action on the International track.

Aboard his Lancaster Yamaha machine, Hensley had a flawless performance in the 125cc Pros. Hensley took off in the first moto with the lead and never let it go. There was some confusion going on behind the leader with Ed McCoy on a Kawasaki taking over second after working by two riders on a difficult section. McCoy topped Jon Ortner (Yam) for second place.

The action improved in the final moto, but Hensley was once again the man in the clear. Ortner was a good distance behind, with Danny Kudrave and D.J. Hulen having the best dice. These two charged into a corner and Hulen held on the throttle longer to slide into third. However, the mud started to hinder Hulen's visibility and he was having trouble with his tear-offs. On a set of whoops D.J. went for his tear off and this gave Pat Hubbs a moment to make the pass and steal third place. Two wins earned Hensley the top money over Ortner, Hubbs and McCoy.

Hensley took the 250cc Pro class without winning either moto, but taking a consistent pair of seconds. John Drury took his Simi Honda mount to the first moto victory with Russ Wageman taking the final moto bout. Hensley not only proved to be the top mud ruder with two Pro wins, but also a good investment to his sponsors Maxima Oil, HRP and Answer Products.

On the official results it didn't appear as if B.J. Lehn did well in either 125cc Novice moto as he finished 11th overall. Although he *finished* poorly, during the race he was right on top till the mud gave him trouble. In the first moto Lehn had the lead over the big class until he hit one of the muddy, deep grooves and was pitched off his Suzuki. Rosamond Suzuki's Bill Waltman took over the lead and held it to the finish. Dave Kenny was second to Waltman with John Dellaripa placing third. Lehn managed eighth place.

Waltman secured the lead early in the final moto with Jason Ingersoll and Alex Krause coming closest. Lehn was running in third when his Suzuki started to bog, causing him to drop out of contention. The overall victory went to Waltman ahead of Ingersoll, Kenny, Hall and Dellaripa.

Results

PEE WEE: 1. Dan Chambers (Suz); 2. Kari Ann Atkinson (Yam).
60 STK NOV: 1. Joel Tokarsky (Kaw); 2. Moose Wine (Yam); 3. Damon Huffman (Kaw).
60 INT: 1. Shawn Bates (Yam).
60 EX: 1. Bubba Erickson (Yam); 2. Jason Collier (Hon).
80 STK BEG DIV 1: 1. Paul Vlach (Yam); 2. Joe Abbinanti (Hon); 3. Bubba Erickson (Yam).
80 STK BEG DIV 2: 1. Jason Collier (Hon); 2. Aaron Lewis (Kaw); 3. Peter Serino (Yam).
80 STK NOV: 1. Richard Bates (Yam); 2. Alvin Matthews (Kaw); 3. Kenny Collier (Suz).
80 STK INT: 1. Bryon Nelson (Kaw); 2. Scott Murphy (Yam); 3. Doug Fisher (Kaw).
80 STK EX: 1. Jeff Barbacovi (Yam).
80 MOD BEG: 1. Doug Huston (Yam); 2. Ty Berglund (Yam).
80 MOD NOV: 1. Richard Bates (Yam); 2. David Shier (Yam); 3. Ronnie Densford (Hon).
80 MOD INT: 1. Scott Murphy (Yam); 2. Jeff Reynolds (Kaw); 3. Troy Welty (Kaw).
80 MOD EX: 1. Jeff Barbacovi (Yam).
100 BEG: 1. Mike Cagle (Yam).
100 INT: 1. Toby Lawes (Yam).
125 BEG: 1. Milan Chytil (Suz); 2. Curtis Dougherty (Yam); 3. Alex Teno (Suz).
125 NOV: 1. Bill Waltman (Suz); 2. Dave Kenny (Suz); 3. Kevin Hall (Yam).
125 INT: 1. Rich Truchinski (Hon); 2. Richie James (Suz); 3. Jason Coolbaugh (Yam).
125 PRO: 1. Robert Hensley (Yam); 2. Jon Ortner (Yam); 3. Pat Hubbs (Yam).
250 BEG: 1. Joe Galati (Hon); 2. Herbert Liles (Hon); 3. Tim Lecomte (Yam).
250 NOV: 1. John Downey (Yam); 2. Rick Palladino (Hon); 3. Curt James (Kaw).
250 INT: 1. Tony Pulliam (Yam); 2. Dean Kassel (Hon); 3. Joe Marriott (Hon).
250 PRO: 1. Roger Hensley (Yam); 2. John Drury (Hon); 3. Russ Wageman (Kaw).
500 BEG: 1. Jim Lichlyter (Hon); 2. Brad Sloan (Mai); 3. Harry Savell (Hon).
500 NOV: 1. Jim Anderson (Hon); 2. Wade White (Suz).
500 INT: 1. Ruben Falcon (Hon); 2. Tom White (Mai).
500 PRO: 1. Eric MacCracken (Yam); 2. Tracy Oswell (KTM); 3. Dave Eropkin (Hon).
VET JR: 1. Tim Fitzpatrick (Suz); 2. Mike McMillen; 3. Kent Johnson (Mai).
VET INT: 1. Alan Gerkey (Hon); 2. Ned Joy; 3. Miller (Mai).
VET EX: 1. Bob Dunham (Yam); 2. Too Tall Tim (Hon).

Larsson leads two to win SRA New Year GP

By Jeanette Fisher

CARLSBAD, CA, JAN. 30

The first bikes lined up for the Senior race to start as a new racing year started with the Southland Racing Association's New Year GP at Carlsbad Raceway.

The end of the first lap showed Open Expert Lars Larsson in the lead. Lynn McGraw, a 250cc Expert, ran in a close second and not far behind was 200cc Expert Russ Robinson. Neither Larsson, McGraw or Robinson changed positions throughout the race but only pushed their bikes for that little extra to be in the lead.

Open Amateurs Daniel Kelly of Rustan and Robert Berdyck held the first and second place positions from start to finish. At the final lap the leaders were as mentioned above with Larsson in the lead and McGraw, Robinson, Kelly and Berdyck following behind.

Keith Senn grabbed both the holeshot and the win in the 80cc class. Senn (Bellflower Yam) was the only Expert and had little trouble taking the win. Amateur Sean Delvenne, sponsored by Rincon, and Novice Donny McGlaughlin, of Sunwest (Yam), ran a race of their own as each tried for the second overall position. Delvenne proved better as he crossed the last lap in front of McGlaughlin, to claim the second spot. First and second Beginners were Bill Warnick and Jerry Driscoll.

Larsson, again riding Open Expert, claimed his second race of the day as the Vet race came to an end. As the first lap ended it was Larsson in the lead and again McGraw, a 250cc Expert, in second with Open Expert George Luther in third. As the race continued Open Expert William Saltzman, moved into third and challenged McGraw for a chance at the leader. The checkered flag dropped with Larsson in the lead, Saltzman second and McGraw third.

The 200cc race saw Jay Stranger take the early lead with Rob Hall and Mike Bell hot on his trail. On the second lap Bell moved into the lead, Hall dropped out and Norman Francis slid into third. On the third lap Francis gave way to Karl Davis. By the fifth lap Stranger had regained the lead and Davis had moved into second. Third place was taken by a new competitor from the Chainbreakers, Rob Miller. As the race ended, the top three held.

Brian Manley took command of the 250cc class for the overall victory. On lap one Manley led the way with Craig Adams, Randy Hayes and Randy Norman all wanting a chance for the overall win. Halfway through the race, Manley still held the lead and Adams still in second. Mike Bell moved into third with Hayes and Norman close behind. At the finish it was Manley, Bell, Adams, and Norman in that order.

As the leaders came around on the first lap of the Open class it was Craig Adams in the lead. Raymond Cates and Randy Norman followed in hot pursuit. Through the first two laps, Norman inched his way past Cates, then Adams and into the lead. But Adams wasn't going to give up that easily and he took the lead from Norman on the fifth lap and held it until Norman regained it on the seventh lap and held the lead until the checkered. Adams claimed second and Wayne Martin, of East/West, crept up to take third.

Palenske breaks out of Jailhouse (enduro)

By Larry Woodruff

IMPERIAL VALLEY, CA, JAN. 23

Wheelsmith Maico's 490-mounted AA rider Grant Palenske came all the way down from La Habra to outride all the locals for the overall brass at the fourth annual D-38 Bush Eaters M.C. Jailhouse Enduro with the only one point score of the finishers. Grant's other sponsors are KRW, Spectro, Nippondenso, Terrycables, O'Neal, Jones and his employer, Swallow Tires.

Kearney Mesa Yamaha/Husky support rider Chip Howell (XC500/Open AA) had a lower score at the tiebreakers than Palenske (1.14 to 1.80), but misjudged the distance and ran out of gas five miles from the finish. Chip, still breaking in his Husky, had not the time to calculate the fuel range with the stock tank.

Second overall and first C was soon-to-be-B rider John Forrester on his 250cc with a score of 2:44. Stan Potter (Open B) and Phil Crabtree (Open A) tied for third overall with a equal score of 2.53. Two seconds back was 1981-82 200cc class champion Paul "Pablo" Eddy riding his Kearney Mesa Yamaha IT175 for fifth overall.

The rest of the top 10 read: probable 1982 number one Bob Niles (second Open A), Paul Beck (200cc B Vet) 4:87, Brad McKay (200cc B), Rich Gehring (250cc B Senior), and Kris Moore (250cc C).

Loop one started out just south of

the Rock House area pit road and headed southwest towards the old Evan Hughes Highway. The 32 mile first loop was expertly designed to provide a decent challenge to the ladies and kids without being boring to the two loopers (who were allowed to be late).

The overall one loop winner surprisingly turned out to be a 200cc three-wheeler, Steve Isenhower Jr., who lost only one second (with no odometer?). Second overall was Minor 80cc class winner Clint Lister (0:03). Third stood first lady Julie Benson on her 125cc, losing only five seconds.

The 80-mile second loop took off directly to and along the top of the razorback north of camp, and into the sand hills. Some confusion came about as a couple of inconsiderate four-wheeled vehicles parked on top of the razorback, causing some confusion and, luckily for them, no injuries. At the 3.2-miles mark stood the first check. About half of the better riders burnt this check as the mileage was over a 10th off.

Again, like the first loop, the second loop followed many of the more spectacular and fun trails in the Superstition Mountain/Cariso Wash area. Well placed checks balanced out what many of the riders complained were very poor course and danger markings. A few got lost, a few more got off, and hopefully nobody got hurt. Maybe a fast pre-run rider equipped with the necessary material could rectify this serious problem.

The enduro highlight for the A riders (or the low point for the C riders) was simply called the "Rock Pile." It was a very nasty half mile of rocks the size of which ranged from watermelon on up. Many, many riders got off, got hurt, mangled their bikes and just generally had a rough time of it. A typical Southern California D-37 enduro section, it was a real bitch as the Bush Eaters' video tape will show at the trophy presentation. For the record, ISDT veteran Chip Howell lost six whole seconds in the Rock Pile. The three wheelers were allowed to go around this section.

Several more excellent sections separated the gas stop and the finish. Many riders failed to send out enough gas and ended up having a nice, quiet afternoon waiting for their friends to come get them.

Many riders rode the enduro on four-stroke machinery. If those riders join the D-38 enduro four-stroke class at the next enduro, they will receive points for the Jailhouse enduro. This also applies for the Minor and three-wheel classes. Call D-38 Enduro Steward Bruce Sanford at 619/275-1823 (days) for additional info. The next event is the Bush Bunny, March 20.

Results

TWO LOOPS
AA: 1. Grant Palenske; 2. Jorgy Jorgensen.
OPEN A: 1. Phil Crabtree; 2. Bob Niles; 3. Mark Yturralde; 4. Tom Wilhelm; 5. John Owen.
OPEN A VET: 1. Tom DiDomenica; 2. Dennis Hussong.
250 A: 1. Denis Sanford.
250 A VET: 1. Dennis Montgomery; 2. William Rogers.
200 A: 1. Paul Eddy.
OPEN B: 1. Stan Potter; 2. Scott Taylor; 3. Steve Holdread; 4. Steve Bartley.
OPEN B VET: 1. Dan Hacker; 2. Jay Biery.
250 B: 1. Brad McKay.
250 B SR: 1. Rich Gehring.
200 B VET: 1. Paul Beck
OPEN C VET: 1. Gary Caddell.
250 C: 1. John Forrester; 2. Kris Moore.
THREE-WHEELERS 250 C: 1. Steve Grangetto; 2. John McCann.
ONE LOOP
MINOR 80: 1. Clint Lister; 2. Al Allen; 3. Mike Bonnett.
MINOR 125: 1. Gary Higginbotham; 2. Tim Hosking.
MINOR 200: 1. Darren McGarvie.
WOMEN 125: 1. Julie Benson; 2. Kelly Roberts.
WOMEN 200: 1. Jill Randalph.
VET C 250: 1. Gary Sylwester.

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The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice / Beginner class motorcycle rider having been so QUALIFIED BY A COMPETENT ORGANIZATION.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consquences of said aid.

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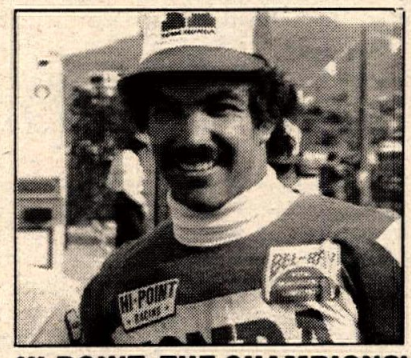

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HI-POINT PRO BOOTS NOW IN RED, BLUE OR BLACK

David Bailey leads John O'Mara early in Sunday's final.

Seattle

(Continued from page 8)

he and teammate Liles provided thrills for the crowd when Liles landed on the back of Howerton's bike about mid-race.

There would be no punctuation in the red wrecking crew's domination for the rest of the night. Chandler transferred to the final via a wire to wire second semi win, even though he would probably regret it later. Keylon, Barnett, Ward and King followed. Keylon faded to fourth and the top five was set. Cantaloupi moved through the pack for sixth and Shoemaker and Glover took the last transfers. Glover did it the hard way — after going down in a first turn pile-up with Holley, Burnworth, Burdette and others.

The last chances went to Brian Myerscough and Kent Howerton. Myerscough worked from third past Howerton and Tarantino for the win.

Final

No one noticed the leaders in the pandimonium of the massive crash, but Bailey was in the lead of a pack consisting of O'Mara, Breker, Barnett, Hannah, Bell and Cantaloupi. Howerton went out in turn one with, hopefully, a badly bruised calf, and Magoo out in a great deal of pain from an injured knee. Hannah said later, "That pile-up kind of held me up, but I saw it coming and hit the brakes and did a haul-butt right. All I could do was ride as hard as I could. I rode every line on the track." Hannah flew by Barnett up the jump at the finish line as Ward and Glover hooked up and were moving up together. Hannah moved in on Breker and went by on the inside through the whoops. About the same time Bell dropped from the leaders with another rock-in-the-chain case. He, like Glover, was stuck beneath the bridge. Breker fell, saying later, "I felt really good, but I got a little tense because I'm not used to being out in front like that. I slowed down a little, then I fell down and mashed my face and knocked myself out for a second, but luckily I got back up and got my pace back. Only Barnett got by me."

Hannah closed on O'Mara and Bailey and it was obvious they had no ideas of team racing on their minds. "It was really hard to pass clean," said Hannah afterwards," so I tried to signal the Honda pits as I went by to see if they wanted me to pass, but they said to go for it." The three went side by side for a half a lap in a wild swapfest. Hannah went by one of the teammates a lap in the whoop section.

Hannah burst a berm in the first turn, but other than that the race was over after he saved it. The final order read Hannah, Bailey, O'Mara, Barnett, Breker, Reid and Myerscough. Myerscough had moved up a place a lap after being stopped by the first turn mess. He had to back his bike up before taking off. Glover made an impressive comeback from nearly a lap down to ninth.

Bailey had been pumped about the same finish the night before, but was clearly upset about second place, "I don't really have any comment. I don't think it was my fault I didn't win, but I don't want to complain." There may have been other factors but the AMA tech inspectors could hardly push Bailey's bike back to the pits. Apparently he had been suffering a severe horsepower loss with the rear brake dragging badly. O'Mara was not as pleased with third as many would have been. "It was better than last night, but I didn't really feel very comfortable out there, so I just settled for what I got...it's a long season," Barnett was explicit, "I was in the first turn mess last night. I stayed out of it tonight; it's taking a while to get the bikes dialed. Atlanta — we'll be there at Atlanta." •

Results

FINAL: 1. Bob Hannah (Hon); 2. David Bailey (Hon); 3. Johnny O'Mara (Hon); 4. Mark Barnett (Suz); 5. Goat Breker (Hon); 6. Warren Reid (Yam); 7. Brian Myerscough (Hon); 8. Kenny Keylon (Hon); 9. Broc Glover (Yam); 10. Tommy Benolkin (Hon); 11. Jeff Ward (Kaw); 12. Alan King (Suz); 13. Rick Ryan (Suz); 14. Donnie Cantaloupi (Yam); 15. Mike Shoemaker (Hon); 16. Mike Bell (Yam); 17. Kent Howerton (Kaw); 18. Danny Chandler (Hon).

AMA/WRANGLER SUPER SERIES POINT STANDINGS: 1. (TIE) Bob Hannah/David Bailey (85); 3. Mark Barnett (65); 4. Johnny O'Mara (56); 5. Jeff Ward (52); 6. Kenny Keylon (43); 7. (TIE) Donnie Cantaloupi/Alan King (41); 9. Warren Reid (40); 10. Broc Glover (36); 11. Mike Bell (35); 12. Goat Breker (29); 13. (TIE) Billy Liles/Steve Martin (25); 15. (TIE) Danny Chandler/Brian Myerscough (24); 17. (TIE) Scott Burnworth/Jim Holley (22); 19. Kent Howerton (20); 20. Phil Larson (18).

Central Pipeline

Albert Firestine took Berthoud's 125cc Expert win in stride.

Firestine chats, says g'bye at SRAC MX

By Ernie Ferguson

BERTHOUD, CO, FEB. 6

The Valley Dirt Riders, in association with the Sports Riders Association of Colorado, opened the 1983 motocross season with a "D" motocross in near perfect weather for a February weekend. This year looks like the best ever with riders in all classes competing on the tough course at Berthoud.

The 125cc Expert class provided the biggest thrills of the day when Albert Firestine chewed up the course with his typical super form and aggressive style. Firestine carries the number one plate in Colorado this year and it will be tough getting it away from him. When he gets the holeshot he is hard to catch, riding one of the fastest bikes in the state. But right behind him all day, two more fast 125cc riders kept Firestine honest. Paul Lindsay and Stacy Cook pushed on each turn and every jump and Firestine felt the pressure all day. These three 'crossers will have many more races as exciting as this first challenge of the young season.

Earlier in the day the Mini Experts put on quite a show. Steve Kyle, one of the hardest riding Experts in the Mini class, found the groove and stayed out front in both of his motos. Steve threw rooster tails all day in the powdered dirt as he ran to the checkered flag ahead of Kip Sandill and Derek Brown.

The Open Experts burned up a little track in the afternoon too, with Mike Knupp taking both motos for an overall win in the dust of the Berthoud track. Mike stayed on the gas as he flew over the pyramid jump like he had wings. Knupp looked over his shoulder at Randy Warren and Tim Buchli as these two great battlers tried to catch him on each turn. There will be more meetings of these three top Open riders.

Results

125 EX: 1. Albert Firestine; 2. Paul Lindsey; 3. Stacy Cook.

250 EX: 1. Dave Newell; 2. Brent Reed; 3. Stacy Cook.

OPEN EX: 1. Mike Knupp; 2. Randy Warren; 3. Tim Buchli.

VET EX: 1. Richard Dostal; 2. Glade Hill; 3. Randy Mayer.

MINI EX: 1. Steve Kyle; 2. Kip Sandill; 3. Derek Brown.

Logston returns, takes Las Cruces GNC qualifier

By Lynda Torrez

LAS CRUCES, NM, JAN. 23

Former Team Green rider Scott Logston, after having hung up his leathers to devote full time to his new Scott's Kawasaki business, returned to action with two new KXs at the Las Cruces MX Park Grand National Championship qualifier.

The beginning of Logston's day-long domination was the 125cc Pro class. The first moto was stopped after a lap and a half because the ambulance crew was having a difficult time getting to a downed rider. It was decided to stagger start the riders in the order in which they completed the last lap. They finished in the order they started, with Logston a comfortable first followed by Midland/Odessa riders Mike Lawson and John Laney and El Paso's Shaun Perrero. All three rode Hondas.

Logston pulled the holeshot in the second moto as well and soon stretched out a 30-second lead. Perrero was second with Lawson third. They had a good battle until Lawson's bike went south, giving third to Laney.

The 250cc Pro event was also a Logston show, holeshot to checkered flag each time out. Perrero, John Brown (Yam), Derek Van Wart (Kaw) and Bruce Wollard (Suz) all battled for second at one time or another, and when the overall results were sorted out, Perrero took the runner-up spot over Brown.

The Open Pro class was a two-man race for the lead between Bobby Nichols (Suz) and Ryan Armitage (KTM). Armitage held a slim lead on Nichols through just about all of the first moto, but Nichols slipped by in the final corner to take the win. On the final moto, Nichols led all the way to take the win.

Results

125 EX: 1. Scott Logston (Kaw); 2. Shaun Perrero (Hon); 3. John Laney (Hon).
250 EX: 1. Scott Logston (Kaw); 2. Shaun Perrero (Hon); 3. John Brown (Yam).
OPEN EX: 1. Bobby Nichols (Suz); 2. Ryan Armitage (KTM); 3. Steve Chappel (Hon).
125 AM: 1. Monty Randell (Yam); 2. Joey Bichresbach (Yam); 3. Mike Johnson (Hon).
250 AM: 1. Scott Foster (Yam); 2. Allan Derringer (Yam); 3. Kenny Butts (Hon).
OPEN AM: 1. Marco Martin (KTM); 2. Jeff Knight (Hon); 3. Arvol Brumley (Hon).
125 NOV: 1. Steve Jones (Yam); 2. Jeff Gore (Hon); 3. Scott Stanley (Suz); 4. Mitch Ford (Yam).
250 NOV: 1. Robert O'Donnell; 2. Anthony Landreth; 3. Jeff Gord (Hon); 4. George Wheeler (Yam).
OVER 30: 1. David Bibby (Suz); 2. Marco Martin (KTM); 3. Dan Baldwin (Hon).
MINI SR: 1. Trent Atwood (Yam); 2. David Bowen (Yam); 3. Pain Wood (Yam).
MINI JR: 1. Scottie Shikle (Yam).
MINI MINI SR: 1. Denton Campbell (Kaw); 2. Andy Embury (Yam).
MINI MINI JR: 1. Kevin Foster (Yam); 2. Shay Mannex (Yam).
TEENY MINI: 1. Shay Manney (Yam).

Pipes not rusty, but on the pipe at Swan MX

By Gary Willer

TYLER, TX, JAN. 30

Heavy-duty racing today at Swan Motocross Raceway provided nail-biting excitement. Action was fierce in just about all classes, and in the afternoon portion of the program the thrills and spills were provided by the Intermediates and Experts.

The 125cc Intermediate class was once again in the hands of Kawasaki ace Monty Bland. Bland cruised through every lap in the lead, holding off Kawasaki mates Glenn North and Rusty Pipes to take class honors. Pipes was piloting Norman Welch's Kawasaki, instead of his standard Suzuki ride. He went 3-2 for second and North finished 2-3 for third.

In the 250cc and Open Intermediate class, Pipes showed the pack his backside as he led on all but the first lap of the first moto to sail to the checkers and the class victory. Pursuing Pipes' Suzuki for the place and show spots were John Morell (Kaw) and Curtis Gattis (Hon), respectively. Paul Hudkins on a Honda tied Gattis on points but his fourth place finish behind Gattis in the second moto was the difference.

It was all Ed Cook and his Kawasaki in the 125cc Expert class. Cook sizzled both times out as the seasoned veteran led each lap of both outings and outran the field which included runner-up Stuart McAvoy (Suz) with a 3-2, and Brad Bookter (Suz), who went 2-3 for third.

After the 250cc and Open Experts were all done dueling and dicing it up, it was "Flying" Joe Fudge all alone at the top. Fudge fought his way around the circuit to record two first place finishes en route to picking up the class win. Hugh Hagan (Suz) held onto second place and Mike Capt (Hon) captured third place.

Also of interest today were the performances of two top young riders. Jack "Magic" Ricks turned in three overall wins including victories in 60 and 80cc Juniors, and his winning team effort in the buddy race with teammate Phillip Quickel. And 80cc Senior Greg Lewis led all others all the way on his Yamaha for an easy double.

Results

60: 1. Jack Ricks (Kaw); 2. Chucky Hall (Kaw); 3. Rick Keough (Kaw).
80 JR: 1. Jack Ricks (Suz); 2. Mike Franks Jr. (Kaw); 3. Robert Baker (Hon).
80 SR: 1. Grag Lewis (Yam); 2. Tommy Hall (kaw); 3. Bobby Clay (Kaw).
BEG: 1. Frank Reese (Hon); 2. Frank Taylor (Hon);

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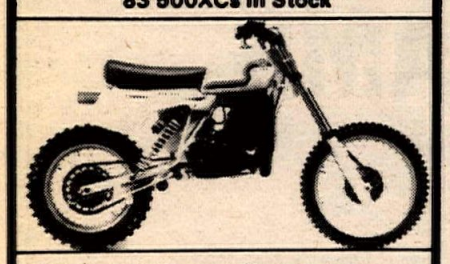

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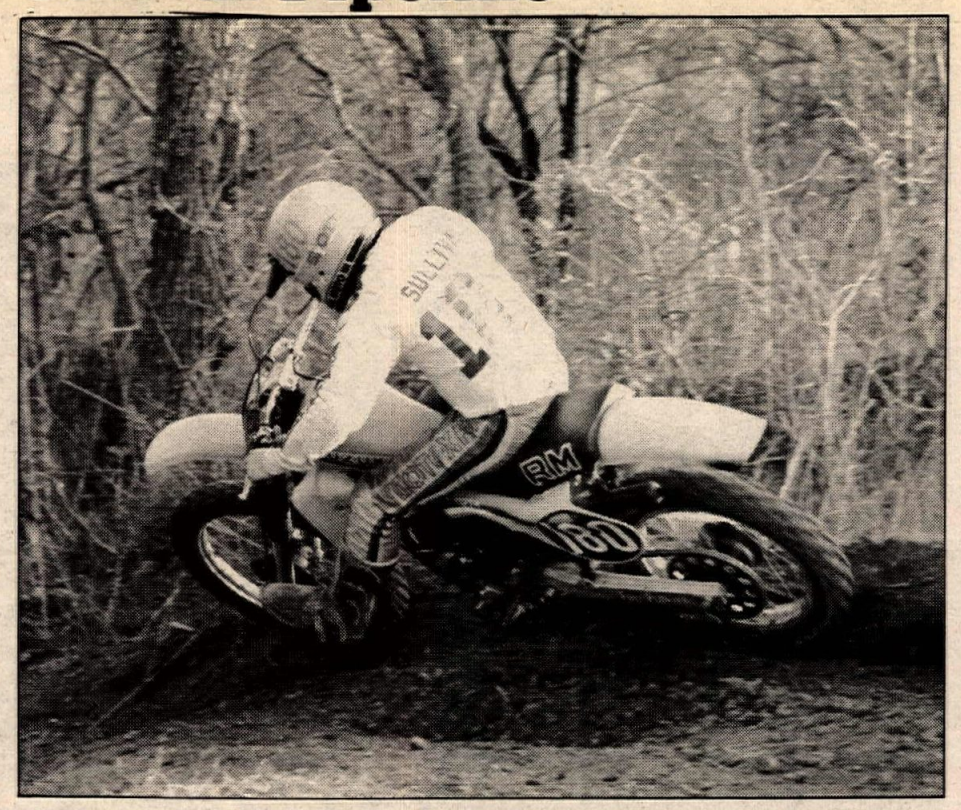

Houston's Pete Sullivan took his 1981 Suzuki RM125 to the win in Austin's 125cc Intermediate class. The new track layout suited him.

3. James Butler (Hon).
125 NOV: 1. Jeff Brown (Suz); 2. Tony Lasater (Kaw); 3. John Britt (Hon).
250 NOV: 1. Mitch Hulsey (Hon); 2. Bubba Neal (Yam); 3. Stewart Gaines (Yam).
OPEN NOV: 1. Ronnie Ruyle (Hon); 2. Mark Payne (Hon); 3. Mike Torkelson (Suz).
OVER 30: 1. Troy Rapp (Yam); 2. Tommy Hulsey (Hon); 3. Mike Franks Sr. (Kaw).
125 INT: 1. Monty Bland (kaw); 2. Rusty Pipes (Kaw); 3. Glenn North (Kaw).
250/OPEN INT: 1. Rusty Pipes (Suz); 2. John Morell (Kaw); 3. Curtis Gattis (Hon).
125 EX: 1. Ed Cook (Kaw); 2. Stuart McAvoy (Suz); 3. Brad Bookter (Suz).
250/OPEN EX: 1. Joe Fudge; 2. Hugh Haggan (Suz); 3. Mike Capt (Hon).
BIG BIKE BUDDY RACE: 1. Tony Lasater/Glenn North (kaw); 2. Mitch Hulsey/Frank Taylor (Hon); 3. Tommy Husley/Mark Payne (Hon).
MINI BIKE BUDDY RACE: 1. Jack Ricks/Phillip Quickel (Kaw); 2. Michael Franks/Tommy Hall (Kaw).

Schwantz doubles in Astrodome Amateur TT

By Joe Milian

HOUSTON, TX, JAN. 6

After the dust had cleared in the Budweiser Wild West National TT today here in the Astrodome, 110 Amateur riders from all over the United States took over the track to stage their own version of a national TT championship.

Texan Kevin Schwantz emerged the big winner in the evening's competition as he scored uncontested wins in both the 250cc class and the 500cc class. Schwantz, along with Roger Thompson, Jason Festavan and Johnny Gregory, provided the Harris County crowd with some of the most consistent performances of the evening. Race officials were sorely pressed to get the races run off on the same day as the delayed start of the professional program caused the Novices to conduct their affairs right up until the midnight hour.

Head flagman John Gaulding, of the Houston Trailriders Club, did a superb job of keeing everything under control, calmly running the many heats and restarts in an orderly and efficient manner. Skillful riding on the part of the contestants held restarts to a surprising few, considering the congestion created by the tight left hander after the start.

After the short straight and the left hander, riders immediately encountered the same big jump the Pro had tos contend with. Because of the time factor, track official decided to leave the jump unaltered, and though there were some near disasters, all in all the young chargers handled the jump with finesse. Butch Polite, in a 250cc heat race, was the only victim of the night here; he was taken to the hospital with a possible broken leg.

Modified motocross equipment was the order of the evening, as were the abundance of contrasting riding and clothing styles. Lack of total preparation was evident in some areas, especially in tire selection. Motorcycles equipped with 21 inch motocross knobbies on the front end could not contend with the braking required at the end of the flat out front straight. Time after time in the heat races, riders would jump into the lead only to be done in in short order by a chattering front wheel that would not stop and force them to severely overshoot the tight turn leading to the big jump.

Several races were decided in this turn, and Jason Festavan almost lost it all there at the start of the 85cc Junior final. Festavan got a strong start off his pole position, but was taken down in the turn by hull and then run over squarely by Fleener. Festavan was slow in getting up and in some pain, but managed to barely make the recall. This time Festavan broke cleanly from the line and was never challenged. By mid-race, Festavan had almost a half lap lead and was able to ease up toward the end to complete a flawless performance and gain a well deserved win.

The first Qualifier in the 85cc Senior class saw three principles, who made the final, stage a fight for the top spot that they would repeat a short time later. Billy Whitley, Charlie Sullivan and the pride of Thomasville, Al, Randy Hunt, were joined by Bobby Langford in the main, with Hunt being displaced from the top three by a costly last lap bobble. Sullivan took a narrow win over Whitley, atking the lead on the next to last lap and holding it to the flag.

In 125cc shenanigans, Yamaha rider Rob Phillips got off to a slow start in his heat race, but got progressively stronger as the evening wore on to cop the first place trophy in his class. Baton Rouge, LA's Nickie Fontana put on a fine display of come-from-behind riding to take third place behind Phillips and Brad Craine. Gary Yeager rode well all evening, but a momentary miscalculation in the main cost him a top three finish.

Kevin Schwantz met every expectation of his role of favorite in the 250cc meeting; he led every lap of his transfer heat and then did the same in the main. While Schwantz was out front and all alone, Jon Nunez, Johnny Gregory and Curtis Cannon were in a dogfight for second place. When Cannon went down on lap four, his place was quickly taken by smooth riding Roger Thompson. Thompson, though looking extremely stylish on a Kawasaki, could not displace Nunez and Gregory and settled for fourth. Gary Kidd, after falling victim to mechanical woes in his heat race, came back to win his semi convincingly. In the final the gremlins took over once agai and Kidd was relegated to spectating.

The battle of the big bores was settled in the first turn as Kevin Schwantz took a left and disappeared. Once again the primary contention for first place came from Curtis Cannon, and this time the fine young Yamaha contender kept his machine erect as he finished a strong second. Thompson was forced into a 10 lap struggle with Hammond that kept the crowd's interest on each passing lap. Hammond would take the inside line down the front straight and Thompson would take an extremely outside line that sent him sweeping wide and then diving back from the apex to confront Hammond. Thompson finally managed to make a pass stick on the last lap and eked out a hard-fought third place. "I'm real glad to finish the way I did," an elated Thompson stated after the race. "My 250 Kawasaki is a stronger bike than my 500 Yamaha, but the big bike held up real well. I'm turning Pro in June and I hope to have some newer and stronger machinery to ride. I sure enjoyed this here tonight though," the diminuitive California pilot said.

Results

85 7-11 YRS: 1. Jason Festavan (Yam); 2. Pedro Gonzalez (Yam); 3. Chris Edwards (Kaw).
85 12-15 YRS: 1. Charlie Sullivan (Kaw); 2. Billy Whitley (Kaw); 3. Bobby Langford (Yam).
125: 1. Rob Phillips (Yam); 2. Brad Craine (Hon); 3. Nickie Fontana (Yam).
250: 1. Kevin Schwantz (Yam); 2. Jon Nunez (Suz); 3. Johnny Gregory (Yam).
500: 1. Kevin Schwantz (Yam); 2. Curtis Cannon (Yam); 3. Roger Thompson (Yam).

Brown nips Beckham at Capitol City MX

By Joe Milian

AUSTIN, TX, JAN. 30

Superbowl Sunday. While the sedentary types were parked in front of the "teevee" with the beer and pretzels watching the Skins and Phins, 168 members of America's team signed up to race motocross today at Austin's Capitol City Motorcycle Raceway.

Roger Brown made one of his periodic forays into the Expert division and received $150 for his efforts. He edged out Jack Beckham for the top spot. Brown, in his first ride for Big Tex Yamaha, had to overcome a fantastic second moto performance by Suzuki-mounted Kevin Horton. Horton kept his yellow machine in the lead for nearly the entire heat. After thwarting Brown's efforts to pass time after time, he yielded his first place position with only a half

lap remaining. A first moto spill kept Horton out of the money today, but his spirited struggle with Brown certainly gained some attention. "That's the best I've ever seen Kevin ride. He sure had me looking for new lines. I wasn't real certain I was going to be able to get by. It was close," Brown said after the race.

Steady riding by Jack Beckham allowed him to take the runner-up cash over Houston's Willie Phee. Tom Curry provided the fans some cheap thrills with a magnificent endo off the big jump, which put him into the crowd and into the arms of a comely young spectator. Curry decided that he was more comfortable in the young lady's embrace and retired for the day.

In trophy action, Jerry Hanson, father of Minibike star Derek Hanson, won the 250cc Beginner class the hard way by going from dead last to first in the second moto to capture first overall. Tom Williams was relegated to second, and Jay Cubberly took third in a crowded class.

Ronnie Prado was the only member of the Prado clan to take a top placing; he finished second to Pete Sullivan in the 125cc Intermediate affair ahead of Tim Weatherington.

Brother Donnie did not fare as well in the 250cc Novice class as he unloaded heavily in the first moto and separated his shoulder. Prado's pain was "Mooka's" gain as fleet San Antonio rider "Mooka" Lynch scored two first place finishes ahead of Jeff Miller and a revitalized Ralph Rust. Rust also won the Over 30 Intermediate clash in a strong display of determined riding.

Smokey Joe overcame a spectacular first heat crash to win the second round of the Over 30 Expert class, but Galveston Honda's steady David Hubbard captured top honors ahead of 19 competitors in one of the largest aggregations of the day.

Hubbard's Honda teammate and fellow Galvestonian Jay Heichelheim was in superb form today as he held off the untoward advances of Greg Setsema and a host of other Open Intermediates to take a well earned first place.

Casey Loftin emerged from seclusion to show the way in the 250cc Intermediates. Consistency was the key for Loftin as he cruised in behind Cody Lipps in the first moto and was in the same position on the rear fender of brother Chuck in moto two.

Chris Blackmun did it the hard way in the 125cc Novice class as he took a vintage Honda to the winner's circle after having to come from the back of the pack in both circuits. Blackmun proved that a four-year-old bike, with lots of experience marks on the body, is still capable of winning with a skillful rider aboard. •

Results

MINI JR: 1. Steve Vickers (Kaw); 2. Tim Hodes (Kaw); 3. Steven Aurrier (Kaw).
MINI SR: 1. Mike Merlo (Kaw); 2. David Campbell (Yam); 3. Joey Stone (Yam).
125 BEG: 1. Todd Hargroder (Hon); 2. John Vandergift (Suz); 3. David Bauser (Yam).
125 NOV: 1. Chris Blackmun (Hon); 2. Joe Alsop (Hon); 3. Billy Compton (Yam).
125 INT: 1. Pete Sullivan (Suz); 2. Ronnie Prado (Yam); 3. Tim Weatherington (Hon).
250 BEG: 1. Jerry Hanson (Yam); 2. Tom Williams (Yam); 3. Jay Cubberly (Suz).
250 NOV: 1. "Mooka" Lynch (Yam); 2. Jeff Miller (Yam); 3. Ralph Rust (Hon).
250 INT: 1. Casey Loftin (Hon); 2. Cody Lipps (Yam); 3. Scott Reimers (Yam).
OPEN NOV: 1. C.R. Hebert (Yam); 2. Charles Street (Yam); 3. Jim Barnes (Yam).
OPEN INT: 1. Jay Heichelheim (Hon); 2. Greg Setsema (Yam); 3. Bryan Briggs (Yam).
OVER 30 INT: 1. Ralph Rust (Hon); 2. Lloyd Longmire (Hus); 3. Fred Deinzer (Mai).
OVER 30 EX: 1. David Hubbard (Hon); 2. Smokey Joe (Yam); 3. Dale Shank (Suz).
250 EX: 1. Roger Brown (Yam); 2. Jack Beckham (Yam); 3. Willie Phee (Hon).
OPEN EX: 1. Mike Farmer (Yam); 2. Mike Bradshaw (Hus); 3. Jack York (Yam).

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This Could Be Your Last Chance To See The Speedway WORLD CHAMPS And SUPERSTARS Before The European Season Begins!

SPEEDWAY RACING
EVERY SUNDAY
Semi-Pro & Pro Class
1/4 Mile Oval
SADDLEBACK PARK
Sign-Up 9 a.m.
RACE 12:30 p.m.
PRACTICE EVERY THURSDAY
INFO: (714) 558-1584

AMA DISTRICT 38 "WHERE THE DESERT RACER RATE!"
3rd Annual 150 Mile
King of the Desert Race Hare Scrambles
$1600 CASH! Sun. Feb. 27
Bikes & ATV's—Fudpucker Racing Team
Info (619) 427-5759 Anytime
DETAILS IN THE CALENDAR SECTION

SRA Schedule
FEB. 13 — PERRIS G.P.
APR. 17 — HILLTOPPERS G.P.
(714) 828-1358

AFM 1983 Race Schedule
Feb. 19/20 - Willow Springs
Mar. 5/6 - Sears Point
Mar. 19/20 - Riverside
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

Miller SUPERBOWL OF MOTOCROSS SOUTH
SAT. MARCH 5TH — ATLANTA STADIUM
STADIUM MOTORSPORTS CORPORATION
P.O. 1523, LAGUNA BEACH, CA 92652
QUESTIONS? (714) 494-9484 AMA

Motorcycle Swapmeet
Indoors
February 18
Orange County Fairgrounds (714)498-9226

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
Feb. 27 Mar. 13-27
INDIAN DUNES
Feb. 20 Mar. 6-20
SPROCKETS PARK
AME P.O. Box 1421, Reseda, CA 91335
(213) 881-5778

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

CANYON SPEEDWAY
Sand & Dirt Competition At It's Best
1½ miles west of 99th Ave & Carefree Hwy
Phoenix, Arizona

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

3/6-13	RR/Daytona Beach, FL
4/9	TT/Gardena, CA
4/16	M/Sacramento, CA
4/30-5/1	ST & M/San Jose, CA
5/7	H-M/Gardena, CA
5/15	M/Springfield, IL
5/22	RR/Lexington, OH
6/3-5	RR/Elkhart Lake, WI
6/4	H-M/Louisville, KY
6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TN
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/15-17	RR/Monterey, CA
7/16	H-M/Hagerstown, MD
7/22	ST/Hinsdale, IL
7/30	M/DuQuoin, IL
8/7	M/Cicero, IL
8/21	TT/Peoria, IL
8/21	RR/Sonoma, CA
8/27	M/Indianapolis, IN
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
9/11	M/Syracuse, NY
9/18	M/San Jose, CA
9/24	H-M/Gardena, CA
10/2	M/Springfield, IL
10/8	TT/Pontiac, MI

AMA/Wrangler Super Series

3/5	SX/Atlanta, GA
3/12	SX/Daytona Beach, FL
3/19-20	SX/Houston, TX
3/27	MX/Sacramento, CA
4/10	MX/Orange, CA
4/16	SX/Dallas, TX
4/24	MX/Gainesville, FL
4/30-5/1	SX/Pontiac, MI
5/7	SX/Kansas City, MO
5/15	MX/Lake Whitney, TX
5/22	MX/Fairmount City, IL
5/29	MX/Mt. Morris, PA
6/5	MX/Binghamton, NY
6/11	SX/Orlando, FL
6/18	SX/Chicago, IL
7/3	MX/Buchanan, MI
7/9	SX/Pittsburgh, PA
7/16	SX/Cincinnati, OH
7/23	SX/Foxboro, MA
8/6	SX/Pasadena, CA
8/14	MX/Washougal, WA
8/21	MX/Castle Rock, CO
8/28	MX/Millville, MN

AMA Pacific Coast Championship Series*

10/2	SX/Tacoma, WA
TBA	MX/Sonoma, CA
TBA	MX/Portland, OR
TBA	MX/Los Angeles, CA
TBA	SX/San Diego, CA

*Tentative

CMC Golden State MX Series

2/19-20	Hollister, CA
2/26-27	Orange, CA

AMA National Championship Enduro Series

2/20	New Idria, CA
2/27	Pelion, SC
3/20	Enon, LA
4/10	Bucksnort, TN
5/8	Saline, LA
5/15	Abingdon, VA
5/29	Zaleski, OH
8/21	Moorestown, MI
9/4	Winterset, IA
9/11	Lynnville, IN
10/23	Oklahoma City, OK
10/30	Bear, DE

AMA ISDE Qualifier Series

3/27	Tellico Plains, TN
4/1-3	Tulsa, OK
4/24	Athens, OH
5/1	Cloudcroft, NM
5/22	Rose City, MI
6/4-5	McMinnville, OR

AMA/Hi-Point National Hare Scrambles Championship Series

2/27	Hollister, CA
3/6	Lake Wales, FL
4/17	Bruceton Mills, WV
6/12	Keithsburg, IL
6/26	St. Johns, PA
7/17	Windsor, MA
8/28	Maplesville, AL
9/18	Millville, MN
11/6	Delta, OH

AMA/NATC National Trials Series

4/9	Austin, TX
4/10	San Antonio, TX
4/16-17	Gainesville, TX
5/28	Newhall, CA
5/30	TBA/AZ
8/28	Middletown, PA
9/3	Port Huron, MI
9/5	Mt. Olive, IL

SCORE Off-Road Championship Schedule

3/25-27	San Felipe 250 San Felipe, Mexico
6/3-5	Baja Internacional Ensenada, Mexico
9/30-10/2	Off Road World Championship Riverside Int'l Raceway Riverside, CA
11/4-6	Baja 1000 Baja California, Mexico

National Drag Racing Championships

AMA Dragbike!

3/5-6	Bradenton, FL
4/23-24*	Jackson, TN
5/1	Rising Sun, MD
5/14-15	Palmdale, CA
6/4-5**	Bristol, TN
6/5	Fremont, CA
6/19	Kansas City, MO
6/25-26***	St. Louis, MO
7/16-17*	St. Louis, MO
7/30-31	Columbus, OH
8/6-7	Fremont, CA
8/6-7*	Beaver Springs, PA
8/12-13*	Belle Fourche, SD
8/21	Atco, NJ
9/5	Brainerd, MN
9/17-18	Commerce, GA
9/24-25	Tulsa, OK
10/22-23*	Farmington, NC
11/5-6	Houston, TX
11/19-20	Gainesville, FL

*½ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

4/9-10	Gulfport, MS
5/14-15	Louisville, KY
6/11-12	Darlington, SC
8/13-14	West Salem, OH
10/8-9	Gulfport, MS

NMRA

3/12-13*	Gainesville, FL
4/16-17**	Atlanta, GA
5/21-22	Englishtown, NJ
5/28-29	Epping, NH
6/25-26	East Haddam, CT
7/16-17***	Englishtown, NJ
8/20-21	East Irvine, CA
8/26-27	Denver, CO
9/3-5****	Indianapolis, IN
10/1-2	Atco, NJ
10/15-16*	East Irvine, CA

*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

World Championship Road Race Series

3/19	South Africa
4/3	France
4/24	Italy
5/8	Germany
5/22	Spain
5/29	Austria
6/12	Yugoslavia
6/25	Holland
7/3	Belgium
7/31	England
8/7	Sweden
9/4	Italy

World Championship Endurance Road Race Series

5/14-15	France
5/22	England
6/12	Germany
6/19	Austria
7/9-10	Spain
7/31	Japan
8/20-21	Belgium
9/25	Italy

World Championship MX Series 125cc

3/27	Holland
4/10	Austria
4/17	Italy
4/24	Belgium
5/1	France
5/15	Yugoslavia
5/29	Germany
6/26	Czechoslovakia
7/10	Russia
7/24	Sweden
7/31	Finland
8/14	Spain

250cc

4/17	Spain
4/24	France
5/1	Italy
5/8	Holland
5/29	Russia
6/12	Germany
6/19	England
7/24	Canada
7/31	NEW BERLIN, NY
8/7	Switzerland
8/14	Sweden
8/21	Finland

500cc

4/10	Switzerland
4/24	Austria
5/8	Germany
5/29	Sweden
6/5	Finland
6/19	Italy
6/26	CARLSBAD, CA
7/3	France
7/24	England
8/7	Belgium
8/14	San Marino
8/28	Holland

Sidecar

4/24	Spain
5/1	England
5/8	Sweden
5/29	Holland
6/5	France
6/26	Belgium
7/10	Germany
8/21	Austria
9/4	Switzerland
9/11	Italy

World Championship Trials Series

2/20	Spain
2/27	Belgium
3/6	England
3/12	Ireland
4/17	GAINESVILLE, TEXAS
5/29	France
6/5	Austria
6/26	Italy
7/3	Switzerland
9/18	Finland
9/24	Sweden
10/2	Germany

World Speedway Championship

6/18	Pairs Gothenburg, Sweden
8/13	Team Vojens, Denmark
9/4	Individual Norden, Germany

Other Major Events Abroad

3/5-6	Individual Ice Racing World Championship Eindhoven, Holland
5/2-7	Scottish Six Days Trial Edinburgh, Scotland
6/4-10	Isle of Man RR Isle of Man
8/20	Formula One TT Dundrod, Ireland
9/4	Motocross des Nations Angreau, Belgium
9/11	Trophee des Nations Povazska Bystrica, Czechoslovakia
9/18	Long Track World Championship Marianske Lazne, Czechoslovakia
9/25	Coupe des Nations Roggenburg, Switzerland
10/3-8	ISDE Llandrindod Wells, Wales

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/ Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./ class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7348 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

February 16

ENTRIES OPEN
Entries open for the D-36 Shasta Dam GP. Event runs April 16 & 17. Mail entry closes April 12. Mail entry $22. Send to VR Racing, 811 Northridge Dr., Redding, CA 96001. Include 3 SASE legal size & AMA and cross country card copies. Info 916/ 243-4277 (nights).

February 18

CALIFORNIA SWAP MEET
Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $20, 10x15 & prime space $30, motorcycles for sale $10 ea. Inter-Shows. P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-9226 (24 hr).

February 19

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AFM CALIFORNIA ROAD RACE NEW RIDER SCHOOL & OPEN PRACTICE
Willow Springs Raceway, Rosamond, CA. Hwy 14 to Rosamond exit, left approx. 5 mi. to track. Race on Sun. 2/20. Gate 7 a.m., prac. 9-4:30 p.m. Entry $35. Info 213/926-2583.

Feb. 19-20

CMC CALIFORNIA MX
Round 6 of the CMC Golden State Series. Hollister Hills SVRA, Hollister, CA. Hwy 156 to Hollister, go down main st. of town and follow signs out of town to park. All classes. Min. $5,000 purse, over $100,000 in awards, prizes & contingencies for series. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Continental Motosports Club. Info 714/557-3323.

CALIFORNIA OFF-ROAD RACE
Super Twist closed course off-road race, sponsored by the National Multiple Scerosis Society. Across Hwy 78 from Glamis store, Imperial County, Brawley, CA. All motorcyles is one class; Buggies, 4WD & ATC will fill out total of 7 classes. Sat. 10 a.m. to 4:30 p.m., Sun. 10 a.m. to 4 p.m. Mail entry $10, post entry $15. Multiple Sclerosis Society, 4233 Park Blvd, San Diego, CA, 92103. Info 619/ 297-4363.

February 20

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/ 428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/ 978-0661 (Russ), 583-0575 (Tom).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/ 881-5778.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b.

Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

AMA D-36 NATIONAL ENDURO
Quicksilver National enduro. Near Salinas, CA. Start, gas & finish on club property 38 mi. east of King City, 30 mi. north of Coalinga. All classes incl. 4-stroke. Jackets to class winners, finisher pins to those completing all checks. 100 mi. Points for D-36 & 37. C riders ride a separate, slower schedule. License plate/off-road sticker, muffler & spark arrestor req'd. Keytime 7:30. Send SASE for flyer & entry form to: Salinas Ramblers M.C., c/o Sandra Deaton, 1467 Linwood Dr, Salinas, CA, 93906. Info 408/449-5561, 384-4495.

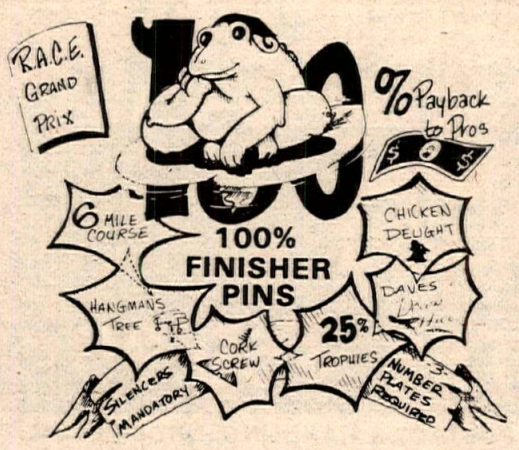
TEXAS ST & TT SCRAMBLES
Ross Downs Pro-Am season opener. On Hwy 126, Colleyville, TX. Mini to Open classes, Pro & Am. Troph. to Am, $100 first place to Pros if 8 in class, 100% p.b. otherwise. Gate 10 a.m., prac. noon, race 2. Entry $8 Am, $15 Pro. Gate $6 adult, $4 6-12, under-6 free. Info 817/488-9133.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, corner of Camino

CORONA RACEWAY

8th Annual
UN-LEAP YEAR GP

SUNDAY, FEBRUARY 27th



Gates Open	6:30 a.m.
Practice I (0-125)	8:00 a.m.
Practice II (250-500)	8:25 a.m.
Practice III (Vet-Oldtimers OTHG)	8:45 a.m.
0-100's and Women	9:00 a.m.
All Pros	10:00 a.m.
O.T.H.G.-Oldtimers	11:00 a.m.
All 250's	12:00 noon
All Vets	1:00 p.m.
All 500's	2:00 p.m.
All 125's	3:00 p.m.
Team Race	4:00 p.m.

Silencers Mandatory
Entry Fee ..... $15.00 (mail)
..... $22.00 (post)
Team Race ..... $10.00 (mail) ea.
Must send ..... $12.00 (post) ea.
entries together

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY!

Mail Entry & $15.00 to: (check or money order) CORONA RACEWAY P.O. Box 388 Corona, CA 91720 or Bring to Corona Raceway Office

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. officials!!

DEADLINE: Entries must be postmarked by Feb. 23 or brought to Raceway Office by 12:00 noon, Feb. 25

RESULTS: Self-Addressed Envelope required for return of results.

FILL OUT COMPLETELY

CIRCLE ONE SIZE	CIRCLE ONE SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	CIRCLE ONE R.A.C.E.
MINI 100 125 175 250 500	Beg. Nov. Int. Exp. Girls Vets (32+)	PRINT	PRINT	PRINT	PRINT	Member Non-Member

Vets & Girls Circle 2

CORONA RACEWAY
R.A.C.E. GRAND PRIX ENTRY BLANK

CC's _____ SPONSOR: _____ AGE _____ PHONE (____) _____

ADDRESS _____
Number Street City State Zip

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREA:

In consideration of my being admitted to areas from which the general public is excluded:
I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.
I affirm that I am going to engage in these highly hazardous activities of my own volition.
I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.
I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged in any manner while I am within the restricted area. I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.
On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES _____ NO _____ BLOOD TYPE _____
IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____ PARENT'S SIGNATURE
RIDER'S SIGNATURE _____ DATE _____

CALIFORNIA RACING CLUB PRESENTS
HOBO FAMILY ENDURO
MARCH 13, 1983

Lucerne Valley
20% TROPHIES 3 LOOPS
CRC POINTS 8 a.m. START
Special Beginner Class 1 Loop — No Mem. Req. No Trophies $15 Mail — $18 Post

Mail Entry — $20.00
Post Entry — $23.00
Non-Members add $4

A.T.V.'s
Mail Entry — $20.00
Post Entry — $23.00

*GOLDEN STATE SERIES
Any Calif. AMA card honored — send proof of membership if other than CRC

This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles.
'C' riders under 16 years, minis and Women 'B' go one loop; Women 'A', 'B' under 16 years, all S. Sr. (+50) and 'C' riders go two loops; all others go three loops. No late points on first loop for 2 and 3 loopers.

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB 7601 Arlington Avenue — Riverside, CA 92503 INFO: (714) 689-6114 (days)

Arroyo CYCLE PARK

MOTOCROSS
MARCH 6

No membership required.

Gates Open 7 a.m.
Practice 8 a.m.
1st Race 9:30 a.m.

Entry Fees: $10 Sportsmen
$15 Pros
Cash To Pros
Info: (714) 689-6114

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Motocross
March 6, March 27
Phone: (714) 689-6114

RACE Schedule

Fri.	Feb. 18	Motocross	Corona
Sat.	Feb. 19	Ody, 3 Whlrs	Corona
Fri.	Feb. 25	Motocross	Corona
Sat.	Feb. 26	FT ½, TT	Corona

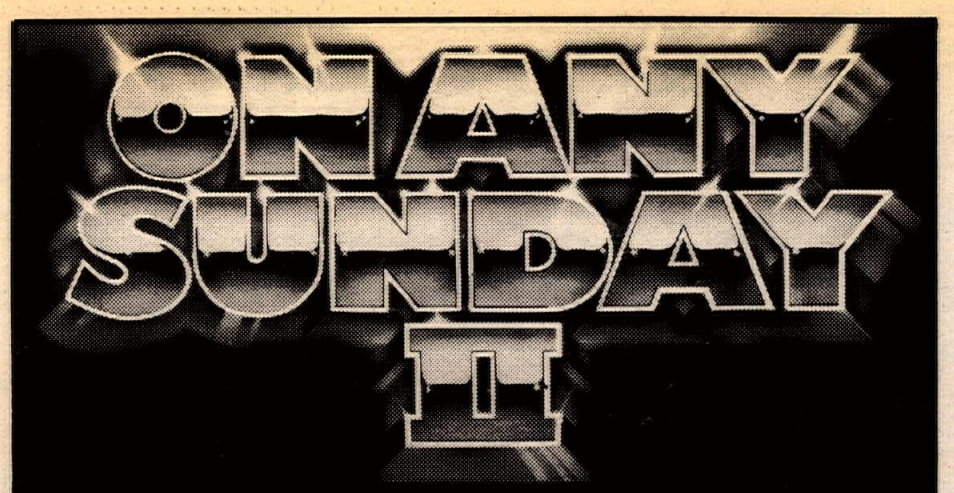
CRC **RACE SCHEDULE**

Feb. 20 — MOTOCROSS
Indian Dunes

Feb. 27 — MOTOCROSS
Carlsbad

Mar. 6 — MOTOCROSS
Indian Dunes

1983 CRC Membership Available
(213) 830-7519

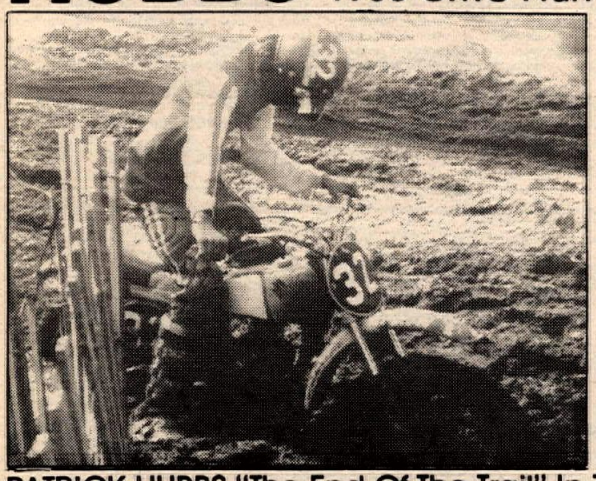


CASSETTES $59.95

SEND $59.95 PLUS $1.50 POSTAGE & HANDLING, ORDER FROM:
RCR ENTERPRISE, INC. 9440 Santa Monica Blvd. Suite 604, Beverly Hills, CA 90210

Please send me_____Video Cassettes of On Any Sunday II
Beta_____VHS_____(Please Specify) Enclosed Find $_____
Charge to my ☐ MC ☐ VISA Visa/MC # _____ Exp. Date _____
Signature _____
The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.
NAME _____
ADDRESS _____
CITY_____STATE_____ZIP_____
Or available at your motorcycle dealer.

CONGRATULATIONS
PATRICK "Hot Dog"
HUBBS 1983 CMC Number One Pro



Tuner:
Pat "Hot Dog"
Hubbs

Motorcycle:
Suzuki RM 125

Special
Thanks To:
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PATRICK HUBBS "The End Of The Trail" In The Early Days

Congratulations Patrick
You Did It Your Way
A TRUE PRIVATEER

Advertising that Works

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Demo 1982 RM125's $799 Demo 1982 RM250's $899
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(213) 868-8112

Open 7 Days 714-558-1584
CMC—MX — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
Saddleback Park

Diablo & Vasco Rds, Brentwood, CA. All classes. Gate 6:30 a.m., sign in 7, race 9. Entry $15 Sptsmn, $15 + $5 (gate fee) Pros. Watch $5. Info 415/798-5695, 634-3328.

AMA D-36 MARYSVILLE MX
Marysville, CA. Hwy 70 to North Beale Rd, over levee on Shad Rd to track. All classes. Celebrate Charlie's birthday by winning a high point trophy in only one race. Bonus troph. Silencers req'd. Free O/N parking. Concessions & Parts in the Pits. No pit riding, bicycles, littering or medical insurance. Pets must be on leash. Gate 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 916/695-2727 (promoter), 916/695-2088 (D-36 Official).

AMA D-36 MX
Qualifier for King of the Hill Series finale (Series dates 2/13 at Prairie City, 2/20, 3/6, 3/13, 4/10 & Final 4/24 at Argyll Park). Argyll Cycle Park, on Hwy 113, 11 mi. south of Dixon, CA. All D-36 classes run for series prizes. 6 ft championship troph. & event troph. Over $15,000 in series prizes & cash awards including a Pro Trac trailer, $1,200 in gift certificates, Hi-Point contingencies, free Russ Darnell MX school entries & 3 Maico 10-speed bicycles. Parts in the Pits. No pit riding, dogs or bicycles. Gate 6:30 a.m., prac. 7:30, race 9. Qualifier entry $15 Sptsmn, $20 + $5 Pro. Entry for Final $20 Sptsmn, $30 Pro (no gate fee, 100% p.b.). Info 209/529-0923 (Fred), 916/678-3592 (Buel).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AFM CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy 14 to Rosamond exit, left approx. 5 mi. to track. Classes: Stk Prod., Mod. Prod., Singles, Twins, Superstreet, GP & Sidecar. Troph. to Nov & Ex. Gate 7 a.m., prac. 9, race 12:30 p.m. Watch $5 adult, under-12 free; free parking, pit pass & program. Entry $25, $10 ea. additional entry. Info 213/926-2583.

CALIFORNIA OLD TIMERS MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. Master, Ex, Am & Nov classes. 30% troph. 40 yrs or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

TEXAS TCCRA SEASON OPENER
Oak Hill Motocross Park, Oak Hill, TX. 50 mile cross country. Exit Mt. Zion rd. between Alvord & Decatur above Dallas/Ft. Worth area. Big bike, small bike & overall troph. Pro, Ex., Mini, Ladies and Ama. classes. Prac. 7:30. Gate $3, entry $10, Pros $14, o/n camp. $2, elec. hook-up $5, pie plate $2, Sat. prac. $2. No buggies, 3-whlrs or 4x4s. Concessions. Texas Cross Country Racing Association. Info 817/427-4771.

NEW MEXICO FLYIN RYAN'S MX
Las Cruces, NM. Located ½ mi. S. of Mesilla Dam. All classes, troph. to 3rd, 100% Ex. p.b. Fltin' Ryan's Racing Ent. Gate 8a.m., prac. 9, race 11. Entry $10, $15 for Ex. Info 505/523-5381 (Ryan Amitage).

Feb. 25-27

CALIFORNIA CYCLE, CAR & HOT ROD SHOW
Downtown Community Concourse, San Diego, CA. R.G. Canning Productions, P.O. Box 400, Maywood, CA. 90270-0400. Info 213/588-1934, 587-5100 (ext. 30).

February 26

CALIFORNIA FLAT TRACK ½ MILE & TT
Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. Info 714/689-1913, 735-1705.

CALIFORNIA ENDURO CLINIC
Location TBA. Garner Palenske time-keeping and riding school. MX coach Terry Nichols does ride portion. Open to all riders. Entry $15. Send to: Garner Palenske, 431 East first St., LaHabra, CA 90631. Info 213/694-8149, 714/870-9668.

AMA D-37 ST & SPEEDWAY
Perris Rcwy, Perris, CA. Fwy. 15 to Hwy. 74 E. 8 mi. to Ellis, lft. to track. All classes, 4 rider min. 30% troph., Pro p.b. Free ent. to Beg. Minis. Class C trac. & silencer req'd. Speedway not sanct. Gate 3p.m., sign up 3:30, prac. 5, race 6. Entry $10, $12 non-memb., $15 Pro, gate $6, age 3-6 $3. Pit pass and und. 6 free. Lightweights M/C. Info 714/658-6355.

CALIFORNIA SACRAMENTO MX
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd., to Jackson Hwy, to 5305 Excelsior Rd. All classes. Gate 8a.m., race 10:30. Info 916/363-2653.

Feb. 26-27

CMC GOLDEN STATE MX
Final round of CMC Golden State Series. Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. Min. $5,000 purse, over $100,000 in awards, prizes & contingencies for series. No camping. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Continental Motosports Club. Info 714/557-3323.

February 27

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b. Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes, min. 4 riders/class. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Breakfast & lunch avail. Silencers & D-36 colors & no.s req'd. No bicycles, pit riding or medical insurance. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/221-3118, 223-5600.

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

TEXAS HIDDEN VALLEY MX
San Antonio, TX. I-35 S & Fischer Rd. All classes incl. Klunker, Beg & Micro Mini. Sptsmn troph. thru 5th of class with 10 or more; 150% Ex. p.b. Gate 7 a.m., sign up 8, prac. 9, race 10. Gate $5. Entry $10 Nov, $15 Ex. Info 512/342-8373.

CALIFORNIA AMA/HI-POINT NATIONAL HARE SCRAMBLES
Cowpuncher Grand National Hare Scrambles. Hollister Hills SVRA, limed from Hollister, CA. All classes except Mini & Powder Puff. Finisher pins & stickers. Super contingencies. T-shirts. Free camping Fri. & Sat. Straddle-your-front-wheel start. 400 rider limit. Spark arrestor, AMA & D-36 Cross Country cards req'd. Sign up open Sat. 3-8 p.m. All Ex & Am (incl. Ex & Am OT & Vet) sign up Sun. 6:30-9:30, rider's meeting 9:45, start 10, finish 1 p.m. All Nov (incl. OT & Vet) sign up 10-1:30, riders meeting 1:45, start 2 p.m., finish 4 p.m. Entry $20, $2 discount to D-36 & AMA club members. Spectators $1. Send SASE for flyer and entry form to: 2 + 2 Racing Team, P.O. Box 2321, Dublin, CA, 94566. Info 415/522-6432.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

ADRA ARIZONA DESERT RACE
7th Annual Salome 100. Salome, AZ. On U.S. 60, 120 mi. west of Phoenix. 21 classes incl. Teams. Super troph., cash to Pros. O/N camping encouraged, it's a family event. The Arizona Desert Racing Association, 1408 East Granada Rd, Phoenix, AZ, 85006. Info 602/252-1900.

AMA TEXAS ½ MILE FLAT TRACK
Devils Bowl Speedway, Dallas, TX. I-20 E from Dallas to Lawson Rd exit. Nov, Int & Ex classes. Gate 10 a.m., prac. noon, race 2. Info 817/488-9133.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, corner of Camino Diablo & Vasco Rds, Brentwood, CA. All classes. Gate 6:30 a.m., sign in 7, race 9. Entry $15 Sptsmn, $15 + $5 (gate fee) Pro. Watch $5. Info 415/798-5695, 634-3328.

AMA D-36 MAMMOTH BAR MX
Auburn, CA. I-80 to Foresthill Auburn Ravine Rd exit & follow signs to Foresthill for 3 mi., right on Old Auburn Foresthill Rd (towards Cool) 1.5 mi. to track on left. All classes. Big troph., 100% Pro p.b. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $5 adult, $1 under-12. Vasco DeMello MX Promotions. Info 916/988-2208, 726-6266 (D-36 Official).

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int receives $100 savings bond, 1st place Nov receives $50 Savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

CALIFORNIA OLD TIMERS GP
Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

CALIFORNIA CORONA GP
Unleap Year GP. Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. All classes. 100% finisher pins, 25% troph., 100% Pro p.b. 6 mi. course. 3 # plates & silencer req'd. Gate 6:30 a.m., prac. 8-8:45, race 9. Entry $15 mail, $22 post; teams $10 ea. mail, $12 post (must send entries together). Info 714/689-1913, 735-1705.

S.P.E.E.D. CALIFORNIA EUROPEAN ROUGH SCRAMBLES
Perris Raceway, Perris, CA. Frwy 15 to Hwy 74 E, 8 mi. to Ellis, left to track. All classes. Over $10,000 in contingency prizes, 80% Ex p.b. Gate 7 a.m., sign up 7:30, prac. 8:30, race 9. Entry $12 Sptsmn, $15 250cc & Open Pro; memb. req'd ($10). Info 714/658-6355.

AMA D-38 DESERT RACE
3rd annual King of the Desert Race. $1,600 purse. Info 619/427-5759 (anytime).

CRC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-36 REDDING SEMI-PRO MX
Redding, CA. E of Redding Municiple Airport. I-5 to Hwy 44, rt. on Airport Rd,. Lft on Rancho, rt on Old Oregon Trail. All classes inc. Vet/OT. 100% Semi-Pro p.b. Gate 6:30a.m., prac 7:30, no late prac. Entry $15, semi-Pro plus $5. 3-whlr/Ody $10, watch $4, kids $1, child free. No riding on day before race. Info 916/221-3118, 223-5600.

CALIFORNIA SCTA TRIAL
Butterfield Country. I-15 to 79 east, past Vail Lake on lft. Start 10a.m. Entry $9 ATA memb., $11 non-memb. All classes plus women and kids. 20% ATA pts & troph. Helmets & stock or USFS approved spk. arr. Entry to Butterfield $4 Sat., $3 Sun. Pay at m/c park, not front gate these days only. O/n camp $5. Info 714/772-8420, 213/316-4711.

AMA D—37 HARE SCRAMBLES
Lucerne Valley, CA. Limed from Y cafe to camp rock Rd. All classes, 10% troph. Special 3-D Ruby Booby fin pins, best in dez. Beg. 1 loop. 10a.m. start, entry $14. Brush Busters M/C. Info 213/443-3430 (Art), 443-4618 (Sid).

CALIFORNIA SCTA TRIAL
SCTA Washington's Birthday Trial. Butterfield Country, Perris, CA. Hwy 15 to 71 E. to Butterfield Country. 10a.m. start. Info 213/316-4711, 714/772-8420.

TEXAS OAK HILL MX
Oak Hill, TX. Exit Mt. Zion Rd. (Ann's Western Wear) between Alvord and Decatur. Above Dallas/Ft. Wth. Mini thru Open classes, troph. to 3rd. Gate free, opens Sat., no Sat. prac. 10a.m. Sun. prac., riders meet. 11:30, race noon. Entry $10. Good Old Days MX. Info 817/427-4771.

AMA D-38 KING OF THE DESERT RACE
Plaster City, CA. Northeast of Plaster City off Huff Rd. — Imperial County. King 125, 250, Open, Vet, Sr, 3-whlr plus non-king classes. Fin. pins, 20% troph., 70% p.b. for King class plus $500 for overall. $100 bonus plus entry fee p.b. in King classes overall. $500 cash divided in non-King classes. Free beer to fin. Silencers req'd. D-38 dbl points. 5 x 30 mi. loop. Prac. 11-4 Sat. D-38 card or proof of age and class. 2 SASE, entry form, proof, check/MO to: Fudpucker Racing Team, 1529 Fairvalley Rd., El Cajon, CA 92020.King classes $70 entry, $75 post. Non-King $20, $25 post. Race 9:30 a.m. sharp. Info 619/427-5759.

March 1

ENTRY OPEN CHINA HAT ONE DAY/OREGON
China Hat One Day entry open Mar. 1, close Apr. 15. 400 rider limit. OMRA memb. req'd. $20 & SASE to: Lobos M/C, 14000 S Forsythe, Oregon City, OR 97045. Info 503/656-9552 (Ron), 233-8000 (Joe), 656-5801 (Bill). Event runs Apr. 24.

ENTRY OPEN FOR ROSARITO BEACH GP
Event runs April 17. Entry open Mar. 1, closes Apr. 7. Mail entry $35, inc. insurance pkg. Mail entry and 3 SASE to Hilltopper M/C, 6340 Indiana Av., Long Beach, CA 90805. Info 213/4971, 714/994-1170.

March 4

CALIFORNIA SPEEDWAY
Spring Classic. Orange County Fairgrounds, Costa Mesa, CA. Newport Frwy 55 W to end, right on Fair Dr. 8 top British League stars battle 8 top American stars. Gate 6:30 p.m., race 8. Free parking. Info 714/492-9933.

March 4-6

CALIFORNIA CYCLE, CAR & HOT ROD SHOW
Antelope Valley Fairgrouds, Lancaster, CA. R. G. Canning Productions, P.O. Box 400, Maywood, CA, 90270-0400. Info 213/588-1934, 587-5100 (ext. 30).

March 5

CALIFORNIA OLD TIMERS MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

AMA D-38 AWARDS BANQ.
Singing Hills Country Club and Lodge, 3007 Dehesa Rd., El Cajon, CA 92021. Doors open 6:30p.m., dinner 8, awards 9, rock &roll 9:30. Free beer and buffet with $15 entry. Advance res. req'd. Must be recieved by Feb. 25 or brought to Feb. 27 race. Mail to D-38 Sports Comm., 250 Kennedy, #6, Chula Vista, CA 92011. Info 714/427-5759.

March 5-6

AFM CALIFORNIA ROAD RACE
Sears Point Raceway, Hwys 37 & 121, Sonoma, CA. American Federation of Motorcyclists, 12422 Timber Creek Lane, Cerritos, CA, 90701. Info 213/926-2583, 707/938-8448 (track).

AMA D-37 VIEWFINDERS GRAND PRIX
Riverside Intl. Raceway, Riverside, CA. All classes plus 3-whlr. 4 races 100 mi. ea., 3-whlr 50 mi. D-37 & D-38 pts., silencers req'd., rescue 3, computer scoring, AMA sanct., no play bikes, waterproofing rec., water jump waiting, entry includes rider gate, patch, #s, decal, program and troph. pres. Mail ent. closes Feb. 19. Ent. $25, $40 & $50 post. Patrizier Pro class $50, $5 watch. Under 12 free. Mail entry, proof of class and check/mo to: Viewfinders M/C. See Cycle News issue 5 for blank and address. Info 805/499-6379 (Oliver), 985-2034 (Patti), 213/708-1381 (Lou), 348-7188 (Geo.), 649-6749 (Clint), 256-8578 (Charles).

TEXAS ICE SPEEDWAY
El Paso County Coliseum, El Paso, TX. Round 3 of National Series. Class A speedway bikes, cash purse. Racing at 8p.m. both days. International Championship Events. Info 915/546-2161 or 602/296-1345 (Gary Densford).

March 6

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b. Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA ARROYO MX
Arroyo Cycle Park, San Bernardino, CA. Take Palm Av. exit 7 mi. N of San Ber. on Hwy 15E. All classes, gates open 7a.m., prac. 8, race 9:30. No memb. req'd. Entry $10, $15 for Pros. Info 714/689-6114.

CALIFORNIA BAT OBSERVED TRIAL
BAT End of Winter Observed Trial. Saddleback Park, Orange, CA. Fwy 55 to Chapman Av. exit. E 7 mi. to Santiago Cyn Rd. Right to opposite county fire station. All classes. Entry $8, sign-up 9a.m., start 10, 20% ATA pts & troph. Free school after trial. Info 213/326-1046 (Mark - days), 325-7422 (Ted - eves).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

AMA D-36 MX
Qualifier for King of the Hill Series finale (Series dates 2/13 at Prairie City, 2/20, 3/6, 3/13, 4/10 & Final 4/24 at Argyll Park). Argyll Cycle Park, on Hwy 113, 11 mi. south of Dixon, CA. All D-36 classes run for series prizes. 6 ft championship troph. & event troph. Over $15,000 in series prizes & cash awards including a Pro Trac trailer, $1,200 in gift certificates, Hi-Point contingencies, free Russ Darnell MX school entries & 3 Maico 10-speed bicycles. Parts in the Pits. No pit riding, dogs or bicycles. Gate 6:30 a.m., prac. 7:30, race 9. Qualifier entry $15 Sptsmn, $20 + $5 Pro. Entry for Final $20 Sptsmn, $30 Pro (no gate fee, 100% p.b.). Info 209/529-0923 (Fred), 916/678-3592 (Buel).

AMA CALIFORNIA CLASS A SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. Frwy 15E to National Orange Showgrounds on Arrowhead Ave. Spring Classic series, rain date 3/13. 1st Div Scratch racing only. Tickets avail. at Ticketron and at gate on race day. Ticket booth opens noon, gate 12:30, race starts 2. Watch $8 adult, $4 6-12, 5-&-under free. American Raceways, Inc. Info 213/446-0969, 714/884-4092 (race day only).

AMA D-37 COYOTE DERBY ENDURO
Red Mountain, CA. Limed from Hwy 395 & Trona Rd. All classes. High quality hats for all finishers. 3 35-mi. loops, laid out with avg. rider in mind. Hi-Point Golden State Enduro Championship Series event. Drawing 2/14. Entry $16 mail, $20 post; add $3/3-man team. Send 2 SASE, entry fee & copies of AMA & District cards to: Chaparrals M.C., 6184 Paseo Rio Verde, Anaheim, CA, 92807. Info 714/998-0797 (entry), 714/528-3007 (course).

AMA D-36 PRAIRIE CITY GP
Prairie City OHV park, Sacramento, CA. Hwy 50 to Prairie City Rd, south to Whiterock Rd. All classes. Super troph.,

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THE LATEST POOP

BY PAPA WEALEY

Celebrity riding gear and aftermarket products galore were on the block when the Motorcycle ***Dealernews*** Pro Rider Benefit Fund held its first fund-raising auction at the Houston Motorcycle Expo. Over $9200 was raised in this auction alone, and there will be another one at the Hartford show, which runs March 4-6.

Current plans at Maico are for Billy Grossi to go to Europe to ride Maicos in the 250cc MX GPs, and for Gary Semics to be on Maicos in the 500cc GPs. All Maico development riding and testing will be done in the U.S. since Hans Maisch is no longer riding for Maico. Grossi has been clearly the fastest Euro-bike competitor at recent races and Semics was third at the last Golden State Series round.

Alan King's new Suzuki Supercross machine is very conventional, just longer and taller. "I don't even know what kind of bike it is, I just know it's bigger so I asked if I could ride it. It's working out real well." Teammates Mark Barnett and Scott Burnworth rode the gas-tank-under-the-seat models.

Speaking of King, he was involved in the massive Seattle Supercross first turn crash. He ended up with Danny "Magoo" Chandler's works Honda directly on top of him, running wide open. King tried reaching for the kill button, but could not find it. Every time they tried to lift the bike off of him, the tire burned his leg. "It had me a little psyched out, I thought it was tearing up my leg!" Finally the bike bogged out and King got up to finish 12th.

The Yamaha chains at Seattle took a liking for rocks. They would jam between the chain and the sprocket and derail the chain. Broc Glover, Ron Lechien, Mike Bell and Donnie Cantaloupi were all dropped from key positions because of it. Glover changed rear sprockets every heat to help eradicate the problem.

Two of the hottest privateers around this year were Donnie Cantaloupi, riding Kenny Roberts' practice bikes, and Goat Breker on a parts-and-bike deal from Honda. After the first five rounds of the CMC/Petty Products Golden State Series, Breker is leading the series and Cantaloupi was keeping him honest. Now Cantaloupi is on a Yamaha-fettled production bike and Chris Haines, Darrell Shultz's tuner, is wrenching on Breker's bike. Kenny Roberts is negotiating Cantaloupi's Yamaha contract: "I really don't even know what they are offering me. I've really changed my attitude about racing. Either Yamaha or Kenny will be behind me," said Cantaloupi. Breker is similarly impressed with his Honda.

HosPITal STOP: Injured road racer Bruce Hammer underwent surgery in southern California on Feb. 14 to improve the use of his right thumb. The procedure involves taking a muscle from Hammer's right forearm, and grafting it in place to control the thumb. Hammer should be out of the hospital by the time you read this, and following six weeks in a cast, will begin therapy and bio-feedback sessions. Cards and letters can be sent to him at Team Hammer headquarters, 3044 St. Andrews Dr., Ontario, CA 91761.

We've been told that current 500cc World Motocross Champion Brad Lackey had decided to retire. Lackey showed up at the Cincinnati Motorcycle Expo following a week of skiing, and when asked to confirm that, he would only say, "Well, I guess you could say it's a rumor." To compound the confusion, it was announced later during the trade show that Lackey had signed with Leader Goggles, a New York optical manufacturer now entering the motorcycle goggle business.

Pace Management says that the total attendance figure for the Budweiser Wild West Motorcycle Championships, the Feb. 5-6 opening rounds of the AMA/Camel Pro Series in the Houston Astrodome, was 49,270.

Doug Domokos, the Honda Wheelie King, set a record for the world's tallest wheelie. How tall? Domokos performed his wheelstanding antics on the top of the Empire State Building in New York. What's next? First wheelie on the moon?

A half hour TV show with the action of last year's Miller High Life Supercross Finals at San Diego will air in the following cities and stations: Spokane, WA (KHQ-2/26); Grand Junction, CO (KREX-2/20); Colorado Springs, CO (KOAA-2/26); Santa Barbara, CA (KEYT-3/5); Butte, MT (KTVM-2/19); Missoula, MT (KECI-2/19); Las Vegas, NV (KLAS-2/26); Fresno, CA (KAIL-2/27); San Diego, CA (KCST-2/26); Bakersfield, CA (KTWR-3/6); El Paso, TX (KVIA-3/5); Phoenix, AZ(KPNX-3/12); Waco/Temple, TX (KCEN-3/26); San Francisco, CA (KRON-2/26); and Los Angeles, CA (KABC-2/19).

Chris Steward, who rode for Yamaha last year and captured the Stock title in the Battle of the Twins, is looking for any sponsorship he can find in 1983. Steward says not only for AMA events, but west coast AFM and ARRA races as well. Interested parties can contact him at 213/582-5111.

Steve Eklund, whose win at the Houston TT and fifth place showing the night before left him in the lead of the Camel Pro Series, is riding for Red Line Oil this year, as far as a lubricant sponsor goes.

The Sacramento County Department of Parks and Recreation is establishing a five-member advisory committee for Prairie City OHV Park. Membership will be voluntary, with meetings held once a month. Applications are available at the park or from the department at 3701 Branch Center Rd., Room 106, Sacramento, 916/366-2061.

John Duncan has been appointed manager of distributor sales for Diamond Chain Company in Indianapolis, IN. Duncan will be replacing Richard E. Kessler, who retires on March 1 after 32 years of service. Duncan has been with Diamond since 1964, and his most recent job was as district sales manager for industrial products.

IN MEMORIUM: Junior-ranked Arizona flat tracker Marlow Parks passed away on Feb. 9 as a result of head injuries suffered in a freak accident on a trail bike. Parks was the driving force behind the revival of flat track racing in Arizona, and will be deeply missed by his family and friends. Services were held Feb. 13, but cards and letters can be sent to the family at 7732 W. Wagoner Rd., Peoria, AZ 85345.

The Monterey Rams Motorcycle Club held a play day on Feb. 13, and defending AMA Grand National Champion Ricky Graham was able to win but one of eight races. (Jay Springsteen take note.) Graham's victory came in the blind race, where he was directed by girlfriend Lisa. Buddy Robinson was the passenger pickup winner, with the passenger being none other than Graham. Scott Pearson won the timed loop event.

TR Motorcycle Specialists in Buena Park has moved a couple of blocks away into a new facility located at 8201 Orangethorpe, Unit C, Buena Park, CA 90621. Their phone number is the same, 714/523-7900.

Defending World Speedway Champion Bruce Penhall, now doing most of his riding in TV-land, has been bumped up to co-star in the TV series *CHiPs*. Penhall will get the full tan uniform treatment and ride with the star of the show, Erik Estrada.

The American Motorcyclist Association met in Houston over the Camel Pro Series weekend for its annual Class B meeting. Among the items on the agenda was an election for Class B (industry) members on the AMA's Board of Trustees to join the previously-elected Class A members, and the election of officers among the Board. Johny Hasty is the new president of the Board, the first Class A member to hold that position in the history of the AMA. Bill Baird continues as vice-president, and Dal Smilie was elected secretary. Gene Trobaugh, representing *Motorcycle* magazine, was elected to the board and to the treasurer's position, and Paul Schlegal is the new assistant treasurer. New Class B members include Jim Hansen *(Cycle World)*, Bob Moffitt (Kawasaki) and Dick Raczuk (Kerker). Chuck Larsen will be the 13th member of the Board under provisions of the AMA code that allow the continuing participation of the immediate past president for one year.

In other action, the AMA elected to take no stand on the ITC tariff recommendation. AMA Executive Director Ed Youngblood announced that 1983 sanction meetings had been completed and the entire schedule was up about 3%. Youngblood also said that the AMA's calendar of classic touring events will be sponsored by Dunlop and called the AMA/Dunlop Touring Elite Series.

Harley-Davidson has posted $53,000 in contingencies for the 1983 Battle of the Twins road racing series. The contingency consists of $1000 for any Harley-Davidson who wins his class at an event, and $5000 for a Harley-Davidson rider who takes the overall series championship.

HosPITal STOP: Enduro rider Bill Herndon only made it seven miles in the Feb. 6 Gold Rush enduro before he fell and suffered broken ribs and several bruises. Herndon remounted and rode an additional 20 miles before losing consciousness. He's now at home recuperating, and cards and letters may be sent to him at 1633 Hill Dr., Los Angeles, CA 90041.

finisher pins, $750 in Ex cash contingencies to top five; all Ex scored together. 3-hr race over 12 mi. course. Riding # assigned by club. Silencers req'd, no pit riding. Gas in gas area only. Sign up Sat. 1 p.m. to 5. Nov sign up Sun. 6:30 a.m. to 8, race 8:30. Ex & Am sign up 9-12, race 1 p.m. Gate fee $3. Mail entry $15 Sptsmn, $20 Ex. Post entry $18 Sptsmn, $23 Ex. Mail entry fee and copy of AMA & District cards to: Polka Dots M.C., c/o Al Waters, 5455 Paragon St., Rocklin, CA, 95677. Info 916/622-1162, 366-3614, 743-8640.

TEXAS BURLESON MX

South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

OMRA/MRA OREGON HARE SCRAMBLES

Timber Mountain Hare Scrambles. Medford, OR. I-5 to Hwy 238 through Jacksonville, right on Mary Ann Dr, up Jackson Creek Rd 2 mi., signs posted. All classes, 6 rider min. 33 1/3% troph. 4 laps on 25-mi. course of trails, logging & fireroads. Dead engine GP start by class. Silencers req'd. OMRA Desert points. Sign up 8-9 a.m., race 10. Entry $15 mail, $20 post. Mail entry to: MRA, P.O. Box 1471, Medford, OR, 97501. Info 503/779-8082, 535-1273.

AMA D-36 SHIRT JAZZ MX

Fernley Lions Club MX Track, Fernley, NV. All classes. 30% Sptsmn troph., 100% Pro p.b./moto. All proceeds go to Fernley Chamber of Commerce Swimming Pool Fund. Camping OK. Concessions. Sign up 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $15 Pro. Gate $3. Info 702/329-1323 (day), 575-2898 (eve.).

CALIFORNIA OLD TIMERS MX

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

AMA D-37 COYOTE DERBY ENDURO

Teagle Wash & Trona Rd, marked from Red Mountain & Johannesburg, CA. All classes. Finisher hats. Family type run. 3 loops; C, B & Women classes go two. 8 a.m. start. Entry $16 mail, $20 post. Send SASE for flyer & entry form to: Chaparrals M.C., 6184 Paseo Rio Verde, Anaheim, CA, 92807. Info 714/528-3007 (course), 998-0797, 998-6844 (entry).

AMA D-36 MX

Qualifier for King of the Hill Series. (Series dates 2/20, 3/6, 3/13, 4/10 & final on 4/24 at Argyll Park) Argyll Cycle Park, on Hwy 113, 11 mi. S of Dixon, CA. All D-36 classes run for series prizes. 6 ft championship troph., over $15,000 in series prizes & awards-inc Pro-Trac trailer, $1,200 gift cert., Darnell schools, 3 Maico bicycles, Parts in pits, no pit riding, dogs or bicycles. Gate 6:30a.m., prac 7:30, race 9. Qualifier entry $15, $20plus $5 for Pro. Final $20, $30 Pro. (Nogate fee, 100% p.b.) Info 209 529-0923 (Fred), 916/678-3592 (Buell).

ARIZONA DESERT RACE

Arizona Desert Racing Assoc.'s 7th Annual Salome 100. Classes for all ages and skill levels, family oriented racing. Info: ADRA, 1408 E Granada Rd., Phoenix, AZ 85006 or 602 252-1900.

March 12

OMC IDAHO INDOOR FLAT TRACK

Caldwell,ID. Behind the O'Conner Field House at 21st & Cleveland. All classes up to 750cc (2 cylinder max.) incl. Powder Puff. Bonus to Series winners at end of Series on Mar. 26. Indoor pitting & concessions. Class C tires on rear (front knobbies OK) and silencers req'd; C tires optional for Mini, Micro & Pee Wee. Sign up 4-6 p.m., prac. 6, race 7. Entry: $5 Mini, Micro & Pee Wee; $10 Beg; $15 Ex. Watch $3 adult, $1 6-12, free to under-6. Owyhee Motorcycle Club. Info 208/342-7439 (Ref.), 888-7357 (Asst. Ref.), 459-0010.

March 13

AMA D-28 CLARKS BRANCH MX

Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

AMA D-36 MARATHON

Cycleland Speedway, on Hwy 99, 14 mi. south of Chico, CA. All classes incl. Powder Puff & 4-stroke. 20% troph., 2 troph./winning two-man team. Track approx. 2 mi. long, race 1 hour. Snack bar and restrooms. Helmet no.s must match bike no.s. No prac., pit riding or rider insurance. Schedule: 125cc & 200 4-stroke sign up 7:45, race 9; Mini & PP sign up 8:45, race 10:15; 250cc sign up 10, race 11:30; Open, Vet, OT & 4-stoke sign up 2:20 p.m., race 3:10. Watch $3.50 adult, $1 under-6. Entry $10.50. Info 916/342-0063.

AMA D-36 MOTO ONE MX

Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes, min. 4 riders/class. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Breakfast & lunch avail. Silencers & D-36 colors & no.s req'd. No bicycles, pit riding or medical insurance. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/221-3118, 223-5600.

ARIZONA ICE RACING

Tuscon Community Center Arena, Tuscon, AZ. Round five of 1983 Speedway Ice Racing National Championship Series — second annual Bob Hetrick Memorial race. Class A speedway bikes, cash purse. Racing begins 2p.m. International Championship Events. Info 602/791-4101, 296-1345 (Gary Densford).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

_____

_____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

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Additional info: _____

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Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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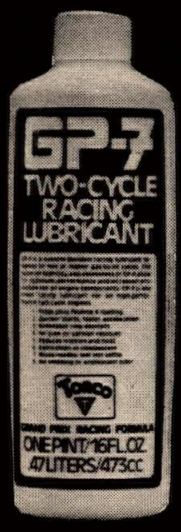

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RESULTS

Motocross
Carlsbad Raceway
Carlsbad, CA
Jan. 23, 1983
By Kenneth Stein

125 PRO
Todd Hoover
Bobby Urhel
Roger Hayes
250 PRO
Robert Nolin Yam
Eric Baker
David Hopwood Hon
OPEN INT
Mark McNulty Mai
Frank Thompson Hus
Donald Martins Suz
OPEN PRO
Matt Tedder Hon
Dale Anderson Hon
Dave Eropkin Hon
VET
Steve Cirone Hon
Bob Totten Suz
125 INT
Randy Rush Hon
250 INT
Vic Walker Hon
Larry Murray Suz
Kevin James Hon
OPEN JR
Timothy Durand Yam
Robert Berdyck Mai
Joe Carter Yam
125 JR
Ron Whitlow
Greg Boyce
Giovanni Spinali
250 JR
Craig Breihan Suz
Bob Totten Suz
Robert Dykmans Suz
MINI EX
John Conney
MINI INT
Bobby Fete
MINI JR
Garry Pratt
David Germain

OMRA 1982 Desert Year End Point Standings

125 AM
Dan Harte 295
Scott Zettle 250
Mitch Lawson 115
Troy Dempsey 105
Terry Williams 70
200 AM
Jerry Dudash 300
Pat Sams 110
Jill Brown 97
John Hendricks 75
Robert Osborne 75
Kevin Cosgrove 70
Roger Lyda 67
Ron Pestes 55
William Dean 55
Donn Snyder 51
250 AM
Dennis McCarthy 252
Randy Reid 233
Michael Bell 170
John White 147
Larry Lake 120
Curt Stephen 115
Scott Roush 100
Mike Gallaway 90
Stuart MacAskill 80
Jeff Hotchkiss 59
125 EX
Willis Taylor 440
Dave Riant 195
Edd Price 190
Bob Cesena 175
Terry Bryan 105
200 EX
Wayne Krug 320
Joe Lieuallen 270
Steve McCall 195
William Perkins 145
Barrett Brown 70
250 EX
Ken Maahs 505
Stan Capps 260
John Holland 255
Bruce Hardy 225
Mark Dowers 175
Mike Howard 160
J.D. Amen 130
Larry Pestes 118
Jerry Josten 110
Byron Bentson 60
OT EX
Denny Olson 280
Larry Ulrich 220
Clifford Bentson 155
Dave Gallaway 145
Denny Howard 140
Jim Lisher 130
John Taylor 100
Chuck Rice 92
Wally Flanner 70
Gordon Graham 70
OPEN AM
Kip Farmer 140
Richard Gregory 140
Terry Bennett 130
Allen Williamson 110
Mike Medick 105
David Morton 105
Shawn Servo 95
Jeff Bushey 80
Bart Uding 75
Bill Crenshaw 73
OPEN EX
Brad Turnidge 500
Bill Dowers 375
Tom Lillis 245
Ron Dillon 210
Barrett Brown 180
Glenn Weinsz 174
Clifford Humbard 167
Gary Wilks 86
Jim Ross 78
Buz Farrell 70
Bob Bartcher 70
Scott Allen 70
OTHG EX
Rick McUne 335
Phillip Norstrom 177
Bill Crager 165
Buz Farrell 145
Skip Cox 115
Howard Larson 87
Greg Autry 86
Leith Sneckner 82
Arlin Pestes 65
Mike Mather 59
OTHG AM
Art Poindexter 197
Jerry Benson 181
Gary Forster 163
Steve Doubet 150
Ritchie Elspas 110
Don Moody 105
Ross Brinton 104
Richard Gregory 100
John Phillips 70
Chuck Williams 65
OT AM
DeWayne Potts 280
Chuck Hodson 110
Lenny Miller 100
Jerry Gullikson 80
Tony Larson 70
Ray Hill 45
E.H. Fuller 35
Joe Campbell 35
Bob Servo 30
Bernard Young 30
SUPER SR
Jack Carlson 335
Bill Ansenberger 135
Tom Uding 105
Harley Malkson 70
Billy Toman 65

Motocross
Old Timers Winter National
Spillway Park
Santa Maria, CA
Jan. 22, 1983
By Bob Alloy

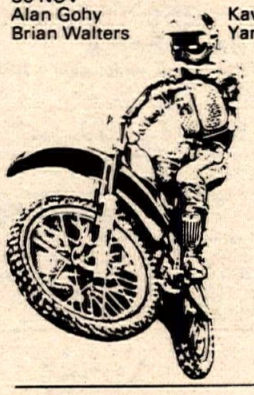
MASTERS
Marvin Olson
K. Hodgson
L. McGraw
JR MASTERS
P. Frisbe
M. Davis
T. Widick
B. Beasley
EX
J. McGaffie
C. Nations
R. Thompson
B. Sturdivan
E. Scheidler
A. Larnkjaer
AM
O. Glaze
D. Drew
R. Jones
D. Graham
K. Sofka
W. Kautzman
C. Dalton
Bob Anderson
NOV
R. Truman
A. Del George
D. Doyle
D. Fettel
L. Bevers
O. Spahn
D. Pengburn
B. Neely

Indoor short track Mid Season Points standings
Corvallis, OR
Feb. 5, 1983
By Suanne L. Light

OPEN PRO
Jeffry Harsha 73
Chuck Glender 32
Mike Huffman 30
Jim Torpey 28
Bruce Russell 20
250 PRO
Ryan Fisher 52
Danny Bennett 41
Frank Word III 31
Barry Pelkey 30
Jeffry Harsha 27
OPEN SPTSM
Scott Miller 20
Tom Pappas 10
Brett Clayton 10
250 SPTSM
Rick Hill 56
Gary Wolske 26
Gerry Otto 19
Robbie Blagg 18
Bob Mahr 10
125 SPTSM
Brian Riley 58
Clay Light 38
Rex Fisher 38
Robbie Blagg 30
Tim Rickets 24
MINI
Ed Portz 43
Duane Richards 42
Derrick Richards 33

Argyll Park MX
Dixon, CA
Jan. 16, 1983
By Doris Brazil

VET NOV
Ron Law Hon
Ralph Thomuhe Kaw
Don Purdy KTM
Tom Gardner Hon
VET INT
Ralph Lundberg Hon
Dick Milani
Morley Baker Yam
VET EX
Robert McCowen Hus
OT EX
Robert Bogbe Mai
Augie Aja Mai
125 INT
Frank Sigrist Kaw
Mark Ernst Kaw
Terry Martin Hon
Danny Bassett Hon
250 INT
Dennis Redding Yam
Scott Rohrs Hon
Phil Rose Suz
Bob Milani Yam
OPEN INT
Loren Caudle Mai
Leonard Walters Yam
PRO
Brian Voory
Robbie Hablock Yam
Tom McKenney Kaw
125 NOV
Mark Everett Yam
Clint Hool
Marcy Zeissler Suz
Greg Searle Yam
250 NOV
John Miller Yam
Brad Pace Hon
Scott Rewith Yam
Ralph Thomuhe Kaw
OPEN NOV
Rick Frack Mai
Mike Hull Hon
Roger Harrill Hon
80 NOV
Alan Gohy Kaw
Brian Walters Yam



TROPHY PICKUP

So. Cal H&H trophies will be available at Four Aces Moose Run Feb. 13, 1983. (405/6)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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We need one salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, super pay plan to the right person. Call Carl Diamond, (213) 423-1433. (206/8)

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1 service manager — pro, 1 sales manager — pro in financing, 2 mechanics — experts, tools, 2 sales managers. Please apply quickly. Opening 2 to 3 weeks. (213) 790-2183. Contact David Gress. (306/7)

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Tax man is knocking. '79 with too many extras to list. Low miles, etc. Fantastic trail bike. Call (714) 689-3766. (106)

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'83 ATC 110 motor, 100 miles, $300. '82 Yamaha YZ250, like new, trail ridden only. '82 Derby TT moped, 200 miles, perfect condition, $550. '78 Honda Hawk, red, quarter fairing, new Dunlops, 14,000 miles, runs and looks good, not like any other Hawk. $750. '78 TT500 low miles, good shape, mostly stock, $700. (213) 860-9385. (106)

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Clean, street licensed $1200 OBO. (714) 970-1509. (106)

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YZ250K one month old, can't afford. RM125 three months old, excellent condition. Both bikes stock. YZ250 $1699 and RM125 $899. Call (213) 469-8731 or (213) 464-7137. (106/7)

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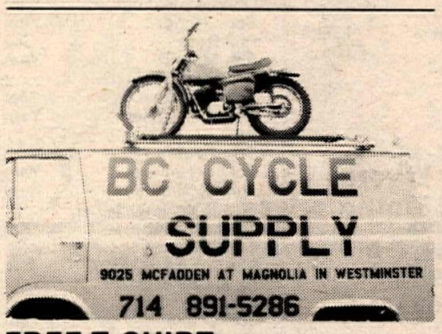
Perfect beginner's or wife's bike. New, $1100, by mine with 12 miles on it for $795. Call Dan (714) 895-1991. (206)



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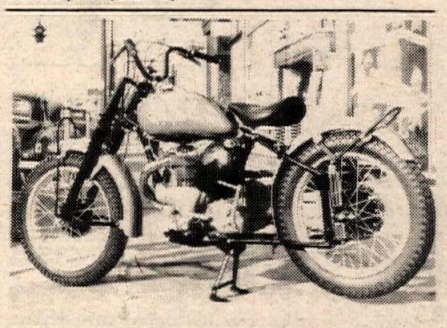

Indian TT Warrior 500cc 1950
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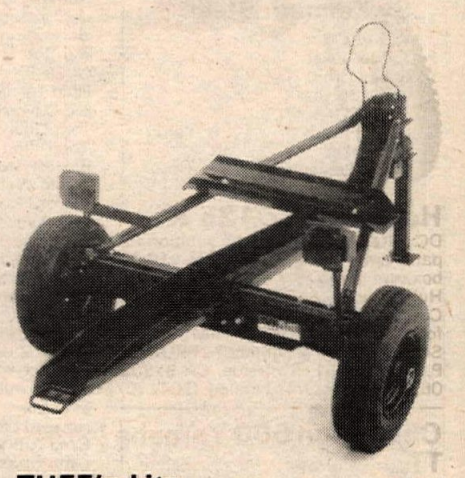

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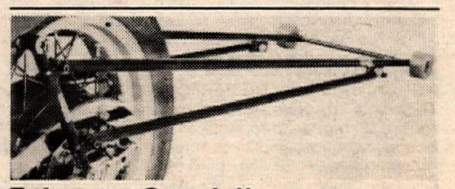
'81 430 Husky
Pro Circuit plastic, Asch pipe, Ceet, super clean, runs perfect, $1050 OBO. (714) 533-0334 or 533-7194. (106/7)



February Special!
Mike Bruso bolt-on wheelie bars, $149. Two stroke, four stroke. High Performance Specialists. Free catalogs. FAST BY GAST, 1930 Baseline Rd., Grand Island, NY 14072. (716) 773-1536. (206/7)

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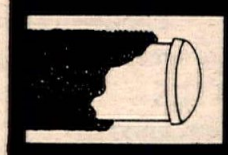

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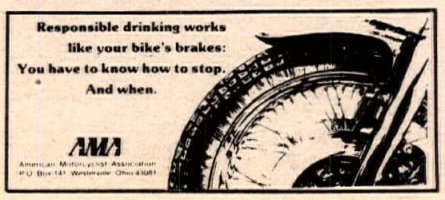

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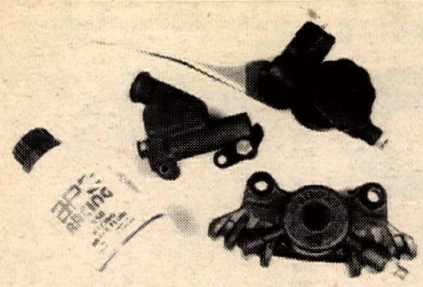

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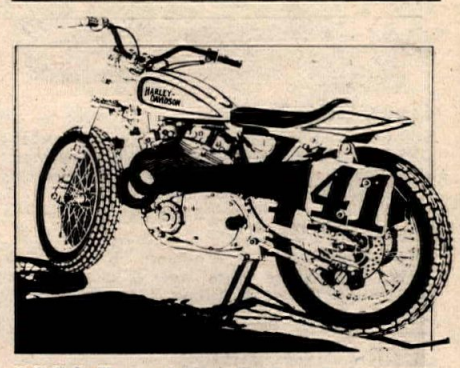

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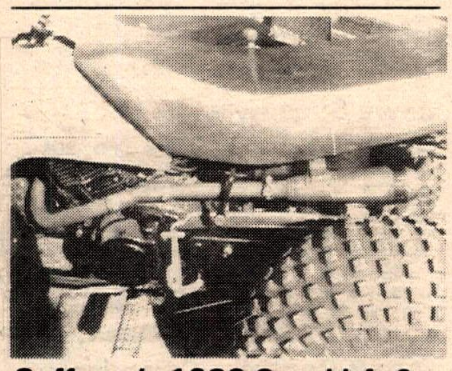

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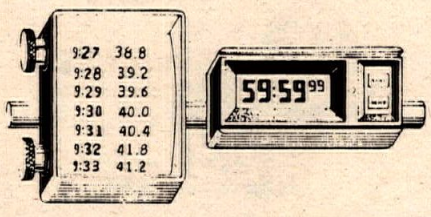

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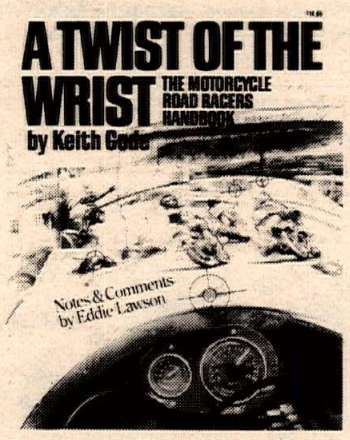

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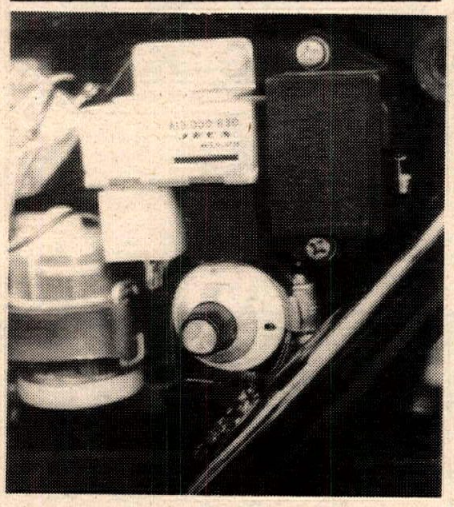
PRO TRAK TRAILER, 12 ft., bunks, cabinets, lights. A deluxe model $1250. Allison (619) 277-1420. (306/7)

'81½ Maico 490, new condition

Wheelsmith pipe, Wheelsmith fork kit, Ceet seat, plus more! Very low hours $1080 (714) 642-7758. (306)



MPS Mixture Control Unit

Change the lean mixture of your GPz1100, you can adjust to a richer mixture by turning a dial. COD, Visa, Mastercard. MOTORCYCLE PERFORMANCE SPECIALTIES, 4861 Kresge Drive, Columbus, OH 43227. (614) 866-3198. (145E)

'82 CR250R Honda

Excellent condition, Fox Shox, Metzelers. A steal at $1200. (714) 737-4084. (106/7)

1981 SR500, CLEAN BIKE, 10K, best offer/trade for '82 dirt bike and cash. (714) 847-5912. (106/7)

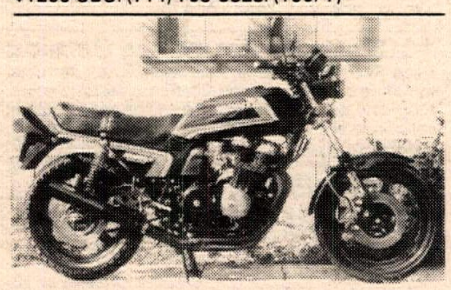
RACERS T-SHIRT #6, $7.95. S, M, L, XL. FREE Catalogs. T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (206)

20% + Sale

From 20 to 50% off on tires — helmets — oils MX + Street clothes — service parts — accessories — etc. etc. From 02/19 to 03/06. CYCLE STOP (213) 330-2777, 7 days, Hacienda at Gale. Call for more details.

1982 Yamaha YZ 490J

Very clean, well maintained, excellent condition, $1200 OBO. (714) 768-3828. (106/7)



Honda 900F Street Superbike

1982 with 18 inch Dymags, Lockheed Calipers, Futura rear sets, Kerker, stainless plumbing and more. 4300 miles, $5000 invested, only $3200. (805) 688-6763. (106)

Suzuki RM80 '79

Stored last three years, stock except alloy rims and 8 gauge spokes, $295. (714) 592-1545. (106)

1982 Yamaha YZ490J

Excellent condition with extras, $1000. Victorville area (619) 244-3563. (106)

1981 Yamaha YZ 465

Runs good, Metzeler front tire, White Bros. fork kit, maintained well, must sell, $975. Call after 6 p.m. (619) 353-2332. (106)

1981 RM 80 Suzuki

Excellent condition, less than 100 miles. (213) 837-2932. (306)

Superbikes take your choice

Kawasaki 1025cc Club Superbike or AMA F-1, over $10,000 to build, has everything, $3100. Suzuki GS550 bored to 744cc. EPM mags, 100 horse power, has won several AFM Club races, $1875. 1973 Harley-Davidson Sportster, new tires, $1775. 1963 Triumph Cub, all new 200cc motor, missing original seat, $400. Call days (213) 781-6386, evenings (213) 988-4198 Tom. (305/7)

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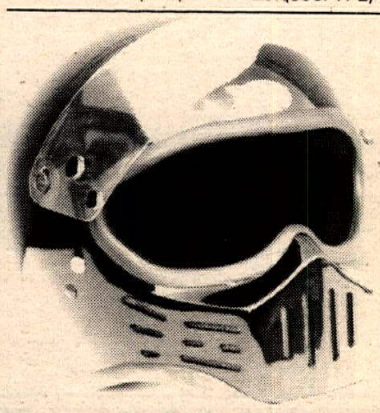
Fresh from ground up. G top end and pipes. New Lectrons, EPM wheels, glass and much more. This is a race ready winner. Must see to appreciate $2900. Allison (619) 277-1420. (306/7/E)



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1982 model, just like new! Must sell! $425 OBO. (714) 894-2948. (306)

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Uptight pipe, skid plate, extras $600. (213) 598-6355. (306/8)

'82 Maico 490 like new $1500

Ohlin shock, must sell. (415) 467-7339. (306/8)

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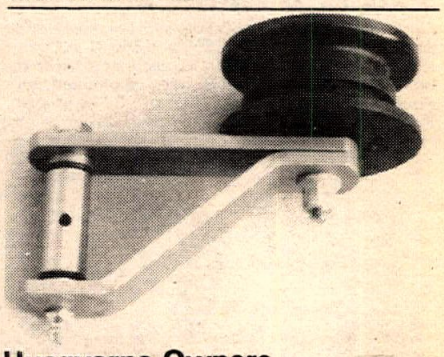
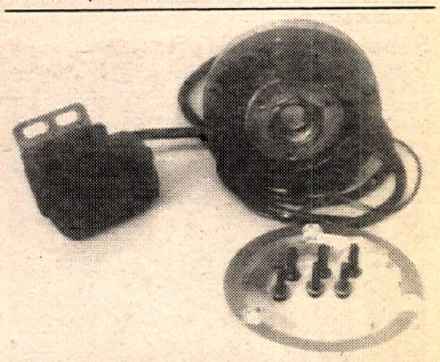
Completely rebuilt end to end and race prepped by Husqvarna West. Immaculate condition. Ridden only 300 miles. ENDURO setup includes custom electronic odometer and clock. Many extras. $1900. (619) 424-6911. (306/7)



Husqvarna Owners

Heavy duty chain tensioner arm, gold anodized, aircraft quality aluminum. Unit is stronger than stock and can be lubed without removal from bike via Zerk fitting. Unit is complete and bolts on with no modifications. Fits 1979-1983, 125-500 CR, OR & XC models. $13.95 plus shipping. Roller not included. Available from B & D ENGINEERING, 906 N. Towner, Santa Ana, CA 92703. (714) 541-8067. Dealer inquiries invited. (306/7/E)



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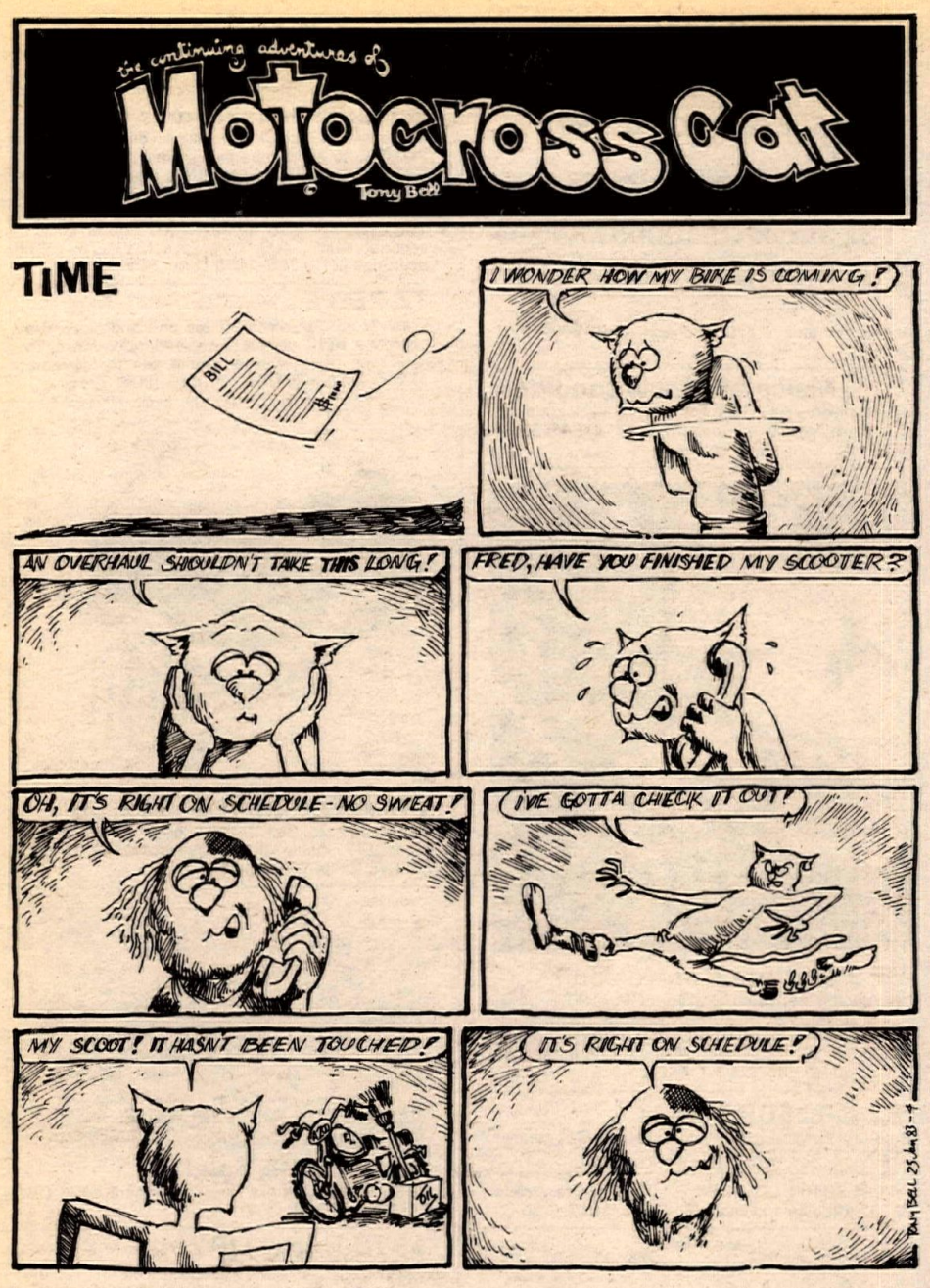
The stock toy ignitions were designed for joy riding, not racing! Now YOU'LL have the advantage with the fully adjustable MOTO PLAT IGNITION. No rev limiter, 60% better spark, more horsepower everywhere. Anybody can bolt one on in 15 minutes. ONLY $199.95! Distributed solely by: ROOST FACTORY (213) 530-8401 and SD RACING (714) 841-0631. (206/7/E)



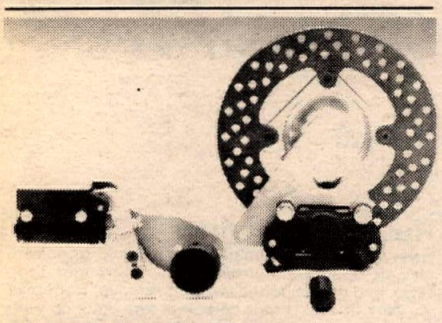
1982 YZ125 STOCK RIDDEN very little. Very good condition, $995. 1980 RM250 well maintained, strong, $575. (213) 944-8185. (105/6)

'82 GPZ 500

Runs great $1800 OBO. Also 1975 TL250 Honda, new tank, very clean, $600. After 3 p.m. (714) 530-1995. (105/6)

1976 CCM 580cc

Fox air, fresh motor, $1500.00. Will ship two Honda Shorttrackers, Yoshimura, 250 and 350 XL's, Champion frames, glass, $750.00 each or $1300 for both. Two 19" spool wheels, new, never used, with Pirelli's, $75.00 each. Dave Brant, 3778 Mill St., Reno, NV 89502, (702) 322-3889. (105/6)



XR750 Brake Kits

Rear brake kit fits all XR's with Harley or Barnes type wheels. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (204/8/E)

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Fresh 75 XR750 in 78 chassis, $3695. Wanted: 125cc Honda Benley CB92 or CB92R. Maico Typhoon, and NSU Sport Max motorcycles, parts, bikes or parts. (307) 789-2958. (105/6E)

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Perfect condition, Simons, Fox rear, Metzelers, 10.5 to 1 piston, 5140 cam, 38 Mikuni, $1650 or best offer. (415) 537-5489. (105/6)

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1981, 1982 second place championship in ARRA club. Fast, reliable motor with fresh crank and bore, 34mm Lectron, exhaust temp gauge. Also aircooled cylinders, heads and pipe. WM2's with French K81R108's fresh rear shocks. Complete spare gearing, electrics. Call after 5 p.m. and weekends. Best offer. (213) 993-7754. (105/6)

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$700. (415) 537-5489. (105/6)

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4500 miles like new with extras $4395 (714) 879-5340 Ext 239. 8 to 5 Mon-Friday. (306/7)

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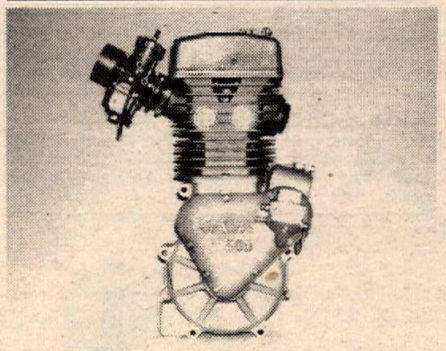

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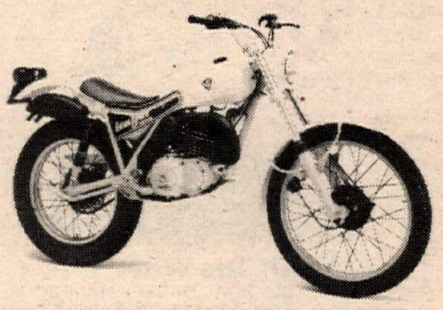
Clean, never raced. Bought new in 1982, $925. (805) 685-1549. (105/6)



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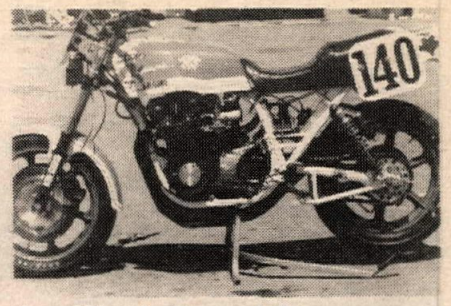

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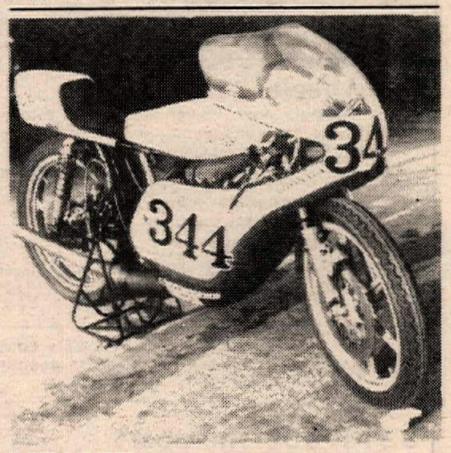

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TMI, the U.S. Fantic importer, announced that a pending contract with National Trials star Jack Stites had failed to materialize. There are no plans to replace Stites with another rider at this time, according to TMI.

A couple of weeks ago, we ran a Latest Poop item about road racers appearing on the Mar. 6 episode of *CHiPs*. Here is the full list of riders who participated: David Aldana, Dave Busby, Keith Code, Danny Coe, Harry Klinzmann, Richard Lovell, Rick Mitchell, Francois Pietri, Tom Sera, Sammy Tanner and Thad Wolff. We're also told that the California Superbike School provided the majority of the motorcycles.

Maico West has announced that Ulrich E. Schuenemann, 29, has been promoted to president of that company. Schuenemann, better known to his friends as Rich, came from West Germany in April 1980 to join Maico West as sales manager. He was promoted to general manager in 1981, and takes over his new post from Rainer Schultz, who left the company at the end of 1982.

Two more members of the new Off-Highway Vehicle Commission have been named: Mike Bishop is a CORVA member who has been highly active in the fight to keep Pismo open, and Jim Livermore served as president of the recently-disbanded OHV Advisory Committee. Both appointments were made by State Senator David Roberti of the Senate Rules Committee. Assembly Speaker Willie Brown will make the last two appointments.

Classic bike enthusiast Rob Iannucci of Brooklyn, New York's Team Obsolete will field an impressive road race team at Daytona. Dave Roper will ride the ex-Al Gunter Matchless G-50 in the Vintage Heavyweight class and the ex-Cal Rayborn Harley-Davidson 350 in Lightweight class. Don Vesco and the ex-Mike Hailwood Manx 500, Phil Mahood and the ex-Gary Nixon Triumph 500, and Jeff Bighanayan and a Matchless G-50 are other team members/machinery entered in the Vintage races. Roper will also contest the Battle of the Twins race on a Rob North Harley-Davidson XR909, and Rick Ranno will compete in the Amateur program's Open GP class on the ex-Scott Brelsford Harley-Davidson XR750. Former Grand National Champion and two-time Daytona 200 winner Dick Mann and Jim Belland, who wrenched for Mert Lawwill and Mark Brelsford some years back, will handle the team's tuning chores. The Team Obsolete Daytona assault is being sponsored by Accessory Mart, the Cincinnati based supplier of components for British bikes, vintage to modern.

Rod Bush, KTM's national sales manager, has announced contingency awards for the '83 AMA/Hi-Point National Championship Hare Scrambles Series. If a KTM-mounted rider is the overall winner of the series, he will be furnished a new KTM of his choice to use in '84, plus a trip to the KTM factory in Austria. KTM riders who score overall series wins in the following classes will also receive a KTM of their choice to use in 1984: 125cc, 250cc, Open, Senior, Super Senior and Four-Stroke.

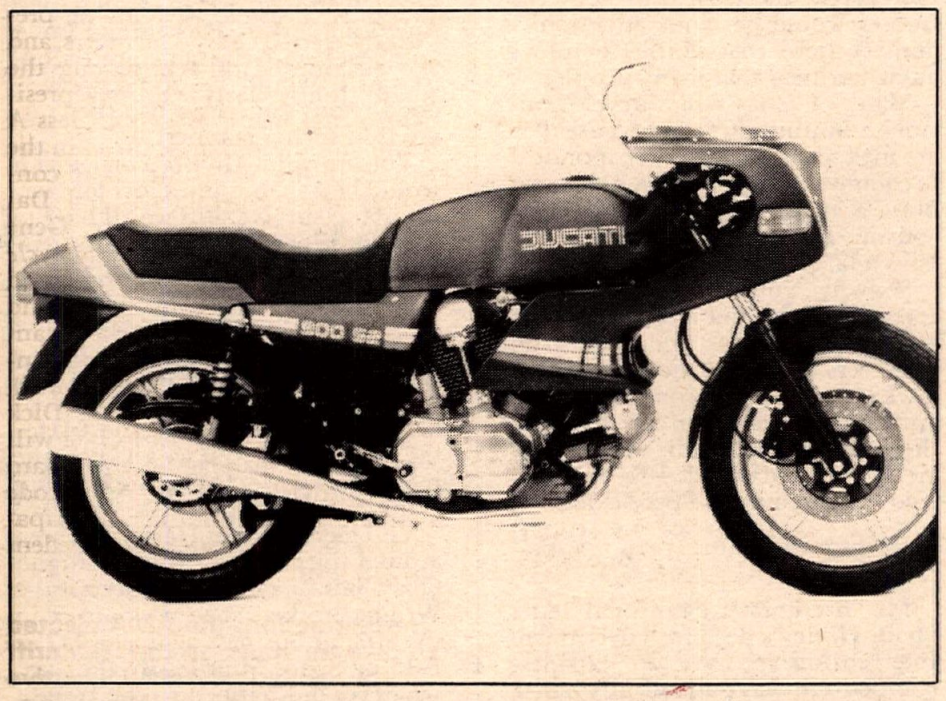
Two-time Daytona 200 winner Dale Singleton, who skipped the last half of the '82 road racing season, will not compete at Daytona this year. "I would like to have celebrated my tenth year of motorcycle racing at Daytona by competing in this year's 200, but I've decided to devote all my energy to stock car racing. My mother told me two heads were better than one, and a lot of people are telling me four wheels are better than two. I'll miss all my motorcycle racing friends and fans, but it appears my best interests lie with car racing."

Kenny Roberts confirmed at Houston that this GP road racing season in Europe would be his last. "I want to stop racing while I know I can still be a winner," said Roberts. "Honestly, I feel I have at least three or four more good seasons left. However, the racing, testing and travel takes up so much of my time that it's just getting to be too much." Roberts also said that the Houston Astrodome dirt track races would be the "last time you'll see me on dirt." Asked about that statement after his TT heat race win, Roberts said, "Oh, I don't really know. Maybe I'll come back."

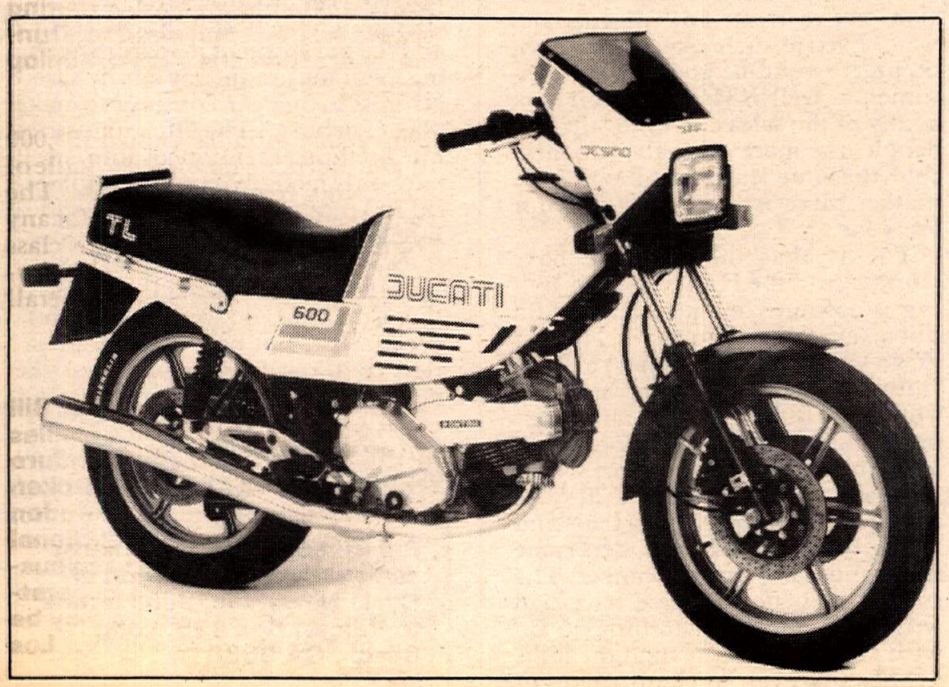
Frank Stacy, the top American in the 1981 ISDE, will be trying for a trip to Wales for the 1983 ISDE. In a deal involving Husky and his own employer, Dunlop, Stacy will campaign a 250WR Husky. •

What you'll see in '83

The new Ducatis

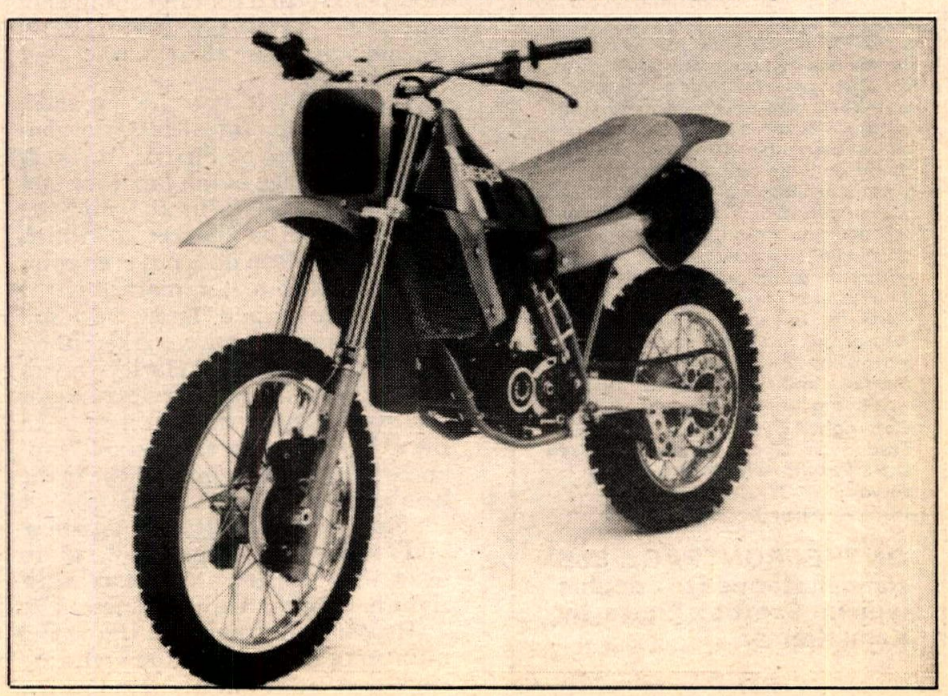


(Above) The new Ducati 900 S2 Desmo features 863cc V-twin engine, gear-driven cam, 40mm carbs, five-speed gearbox and triple discs. (Above) The lowest-priced Ducati now imported is the 600 Pantah TL Desmo. Its 583cc engine breathes through 36mm carbs.



The new Derbis

(Above) The new Derbi 250 MX CRX83 features reed-valve, air-cooled engine, single shock rear with White Power shock for a claimed 14" of travel. (Below) The water-cooled 125 MX CRS83 also has single shock and Marzocchi front suspenders. Both have Brembo discs up front.



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ON THE FRONT PAGE: Bob Hannah stormed to a double win in Seattle. Photo by Karel Kramer.

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VOICES

More H-D views...

I'd like to comment on Kerry Brethorst's letter "setting Harley-Davidson's record straight."

Harley-Davidson only appeals to a very limited segment of the marketplace. That's exactly the way they want it. When is the last time you purchased a 500cc sport bike or a dual purpose on/off road bike from your Harley dealer? Talk about XR750s! Show me Harley's street production version of their XR750 and I might be more than interested. So much for steady and diligent development. The point is obvious. No matter what the Japanese do with their warehouses of motorcycles, unless you want a rustic chopper or a giant full dress tourer, you won't go to a Harley dealer.

Kerry talks of how we should support our last remaining American motorcycle manufacturer. I think he has it backwards. Harley-Davidson should first support us by producing motorcycles that we want and then we can support them by buying their bikes.

BOB DUNN
Redwood City, CA

After reading that, on Jan. 20, 1983, the International Trade Commission had agreed with the primary complaint of Harley-Davidson Motor Company — that the large number of imported Japanese motorcycles threaten to injure their market — I was stunned!

I believe it is not the Japanese motorcycles that threaten Harley, but Harley themselves. First of all, a very large percentage of the Japanese motorcycle market is in the mid-size engine range, a market in which Harley-Davidson does not even compete! Another major market is the off-road market, and Harley-Davidson does not compete in this market either!

I also believe that if Harley-Davidson would build motorcycles of equal quality and offer them at a price in the same range as a comparable Japanese model, they would not be in the trouble they are in.

Some of the models of Japanese bikes that are competing head to head with Harley are in fact built right here in the United States.

Also, if a person could figure the number of American citizens who are employed, either directly or indirectly, by the factories, distributors, dealers, accessory manufacturers, advertising agencies, etc., because of the Japanese motorcycle industry, I'm sure the figures would get your attention. I don't believe that Harley employs anywhere near that many people.

Many of today's motorcycle consumers buy motorcycles because they are inexpensive and very economical to commute with. If Harley-Davidson built a motorcycle to fulfill these consumer needs, I'm sure they would have a larger market share.

So why won't Harley-Davidson spend less time and money on lawyers and more time and money on engineers to build a motorcycle that is what the American consumer wants and can afford, and can compete with the Japanese. After all, motorcycles are not created equal — people are. And the Japanese are people too!

M. HISUL
Butte, MT

Mr. Brethorst's emotional letter about Harley's need for government intervention to stave off Japanese competition was patriotically based, but way off in factual base. So let's set a few of these "facts" straight. The glut of Japanese motorcycles in the United States, as well as the rest of the world, was caused by the global recession, not to create an "all out sales war." Even as such a sales war might occur, it would be good for we consumers as well as Harley. If you look at any of the sales curves for the last decade, the more bikes the Japanese sold, the more Harley sold. When the market place is good, it's good for everyone.

To say that the Japanese have "mimicked" the Harley V-twin styling is absolute boloney. Harley did not invent the V-twin engine. Indian and Vincent were more like "mimicked" F-twin designs, and look what good it did them. As far as styling goes, Harley is being hypocritical to claim the Japanese are copy cats. Just take a look back 15 or 20 years ago in any motorcycle magazine and you will see where Low Riders came from, and it was not Milwaukee. The success that the Japanese have had with V-engines has nothing to do with Harley any more than the folks in Milwaukee can lay claim to designing the V or Low Riders.

Mr. Brethorst makes note of Harley's long dominance of dirt track racing with their XR750. I won't dispute that fact. However, it raises two big questions. If the XR750 is so good, why hasn't Harley (logically) ever put the bike into production as a street bike? Since they haven't, and since Harley's smallest street engined bike is a 1000cc, why is the whopping import tax penalty put on "all" 700cc and over motorcycles, Europeans included? In these cases Harley has proven its inability to produce a price/performance/reliability competitive 750cc street motorcycle. And the huge import penalty will penalize motorcycle makers and enthusiasts from half a dozen (non-Harley-competitive) countries. Is that fair? Hell no!

It is uncorrect to think the proposed import penalties will create more jobs for Americans. In fact, just the opposite will happen. If the Japanese and European over-700cc motorcycles are so over-taxed people will simply not buy them. They will not run down the street and jump on an over-priced, over-size, over-the-hill clunker like a Harley instead. That means a lot of lost motorcycle sales, a lot of American made accessory sales and, as a result, a lot of lost jobs. A lot more jobs will be lost in this way, thousands, than if Harley could even double sales and hire a hundred or so extra hands.

It's time to face the fact that the people that will be unfairly hurt by the added import duty can least afford it: European manufacturers, American buyers, American dealers and American workers. Packard and Kaiser and Edsel, with the same protectionist tariff, would be of no worldly good to any American had they survived in such a manner.

You are right, Mr. Brethorst, that it would be a shame and a loss for Harley not to survive. But we all have to pay the piper. No one knows why Harley has never made a modern, up-to-date motorcycle. No one knows why they can make a great racing bike, but not translate that into a great sport bike. No one knows why they continued to pay tall stock dividends instead of investing in R&D for the past 20 years. But we all know the inevitable answer to playing Rip Van Winkle.

You mention that Harley has been around since the first airplane flight. Okay, but imagine how successful a Wright Brothers special would be in the aircraft business against a 747 or F-16 or Space Shuttle. By the way, whatever did happen to the Wright Brothers?

The dinosaur disappeared millions of years ago because it *could* not change. Harley, sad as it may be, may not survive because they *will* not change. I very highly resent Harley and the government jeopardizing my business, my job and my family's welfare just so they can continue to make "boat anchors." The other industries Mr. Brethorst mentioned: auto, steel; have only made dynamic technological and product quality progress after foreign competition. What he advocates is to continue to make Hogs by the old hammer and anvil manner. If that's the way you want your motorcycles, fine. But have the consideration to allow foreign products like motorcycles to enjoy competing equally in your "free enterprise" system without "unfair" penalty to so many.

RALPH PRESTON

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10. ☐ Open A
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All District Amateur *A* or *Expert* Riders must ride *A*. 1982 AMA and NMA National riders who placed in the top 10 of *B* or *Intermediate* Amateur classes must ride *A*. The top 10 of 100cc & 125cc *A*/Schoolboy classes must ride *A* if moving to the Amateur Division. All other Youth or Schoolboy riders moving to Amateur may ride *B*.

YOUTH/WOMEN/SENIOR

12. ☐ 51cc Automatic (4-8)
13. ☐ 65cc Stock (7-11)
14. ☐ 65cc Mod. (7-11)
15. ☐ 85cc Stock (7-11)
16. ☐ 85cc Mod. (7-11)
17. ☐ 85cc Stock (12-13)
18. ☐ 85cc Mod. (12-13)
19. ☐ 85 Stock (14-15)
20. ☐ 85 Mod. (14-15)
21. ☐ 100cc (12-15)
22. ☐ 125cc Stock (12-15)
23. ☐ 125cc Mod. (12-15)
24. ☐ Women (86cc-125cc)
25. ☐ SR - 30 YR (101cc-Open)

Jeff Ward (9), Alan King (17) and Broc Glover (6) lead Sunday's final milliseconds before the big crash. (Inset) Ward's bike drags Glover's out of a mess.

AMA/Wrangler Super Series: Rounds 2-3

Hannah hits for two in Seattle

By Karel Kramer
Photos by Brian Barnes and Kramer

SEATTLE, WA, FEB. 12-13

Bob Hannah rewarded those at American Honda who believed in him, turning in a pair of wins in the Miller High Life Supercross double-header at the Seattle Kingdome.

Hannah's Saturday night win was a start to finish affair that brought him to within one point of the series lead. On Sunday afternoon, the "Hurricane" had to come from behind to avoid a terrifying first turn crash that claimed a number of top runners.

Team Honda's David Bailey placed second both nights, and is now tied with Hannah for the point lead. Kawasaki's Jeff Ward placed third in the opening night, but was one of those involved in the first turn crash on Sunday. Honda's Johnny O'Mara rounded out the top three in that one.

Saturday

An estimated 30,000 fans cheered their approval of the event, possibly the most unusual Supercross event in the history of indoor motocross: a missile fast track with no rocking-type whoops. Starts were the keys to this unusual event that saw production bikes win major heats and factory riders Broc Glover, Johnny O'Mara and Kent Howerton riding the Last Chance Qualifier. Obviously, only one could make the final — Danny "Magoo" Chandler. Magoo's chances in the final were hampered by a fall he took, after his transferring ride, on his return to the pits.

With lap times hovering in the 40-second range, riders were literally throwing their bikes off of the jumps, landing with their weight well back and powering brutally down the straights. Many privateer riders, notably some small, light ones, made their first appearance in a Supercross final.

Heats

Mark Barnett made it look as if the teething problems that plagued the radical new Suzukis at Anaheim were past history in heat one. Barnett grabbed the holeshot ahead of Honda support team members Steve Martin and Kenny Keylon. Danny Chandler filed his works Honda into fourth ahead of Kawasaki's Kent Howerton and Wheelsmith's Kevin Davis, on a KTM. David Bailey followed Davis briefly, but a missed shift put the KTM pilot on the fuel tank in an uncomfortable fashion. Bailey pressured the "Rhinestone Cowboy," then slid underneath him in the first turn. Howerton went back by, but hit a rider pulling over to let him by in the following turn.

Barnett ran smoothly and mistake free in front and took the win. At Bailey's insistence to pass, Keylon, Chandler and Bailey got close, but the finish was the same — Barnett, Martin, Keylon and Bailey.

Johnny O'Mara trenched his works Honda through the relatively smooth sand to lead heat two over alternate moto winners Ron Lechien and Donnie Cantaloupi — both on Yamahas.

Young Mike Larson used his light weight and reflexes to hold fourth on his production Honda in front of Team Tamm's Dean Cates.

By the end of the first lap, Warren Reid's Ceet Racing/Off Roader Running Shoes Yamaha and Canada's Tim Krogh had displaced Cates. Lechien suffered the first of many Yamaha chain derailment problems on the following lap, moving Cantaloupi and Larson into second and third for good. Reid took fourth and Suzuki support rider Rick Ryan took fifth ahead of Todd Peterson's Yamaha support/Team Swolen Yamaha. O'Mara dominated the race to the end.

Hannah's bike seemed incidental, he rode through the first turn of heat three on the wave of the crowd's roar. Yamaha's Mike Bell was making his come-back ride, from knee surgery, in second. Jimmy Holley and his support Yamaha and Kawasaki's Billy Liles were the riders doing the moving. Holley completed lap one in seventh behind Team Tamm's Mike Shoemaker, Honda's Phil Larson, Suzuki's Scott Burnworth and Suzuki-mounted Rob Hodgson, from Canada.

Hannah and Bell were running away with the race, but Holley traded seventh for fifth on lap two and Liles took seventh. Holley took Hodgson on the next lap for fourth and Liles passed Burnworth. The final order read Hannah, Bell, Larson and Holley.

Goat Breker signaled that his career best weekend of Supercross was at hand with a fourth heat holeshot that carried him to the flag first. Suzuki's Alan King, Broc Glover, Jim Tarantino and Kawasaki's Ward filled the positions behind Breker, on the first lap, and ahead of Maico's Billy Grossi and self-sponsored Tom Benolkin on a Honda.

Ward slipped to fourth on that first lap after a fourth from last place start. He went by Tarantino over the big jump, caught Glover and ran beside him down the start straight.

Glover tipped over and Ward moved to third. Positions remained the same: Breker, King (looking very good on a 250cc), Ward and Glover.

Honda-supported Erik Kehoe bolted to the first quarterfinal lead ahead of WP Racing's Eric Hall and Yamaha's Ron Lechien. Lechien picked off a rider a lap to win over Kehoe and Denny Bentley.

Shoemaker won the first of the last two transfer spots to the semis — start to finish over O'Neal/Honda-sponsored Larry Hooper.

Semis

With half of the night's big guns on the line, Honda support riders Kenny Keylon, Kehoe and Martin powered to a three-way production bike holeshot. Mike Larson, Barnett, Bailey and Reid filled the next slots. Barnett picked up place after place to take second from Martin at the flag. Martin, Kehoe, Bailey, Reid, Larson and Cantaloupi took the remaining transfer spots.

Breker led Bell and Liles out of the second semi turn one, but a rear brake problem that plagued Breker all night cropped up. His rear brake locked on in the third turn, letting Bell by to win. Breker held second for a lap before dropping back. With Breker's mechanically induced fade, Holley, Liles, Hooper, Glover and Hannah were left to capture the fleeing Yamaha star. Glover and Hannah dropped from the top runners. Glover said, "Hannah stalled or something and I got him. I thought, all right! Then oh, no!, because my chain derailed." King, Grossi and Burnworth moved into the five through seven slots. Hannah was flying in the pack, but Glover's chain had derailed under a bridge. The situation did not allow him to get off of the bike safely to retrack the chain, and he lost too much ground. Hannah caught Burnworth and Grossi, flying by Grossi in the air over a set of double jumps.

Grossi looked all set to put a European bike in the final, but "Burnworth came in under me and took us both out," said Grossi later. Ward and Myerscough took the final transfer spots.

The unusual circumstances prevailing had Howerton, O'Mara, Burnworth and Chandler in the Last Chance race. Chandler grabbed the start over Breker, Burnworth and

(Above) Jeff Ward was fast all weekend. Kenny Keylon follows. (Below) O'Mara did not make the final Saturday, but took fourth Sunday.

(Above) Breker leads a heat. (Left) Barnett leads Steve Martin.

Tarantino. O'Mara broke a shifter off somewhere in the first lap melee and was out.

Breker started to reel in Chandler; then Chandler hit a haybale. Breker hit the brakes hard to square underneath and the brakes stuck again. The problem stayed with him, allowing Burnworth to get by.

Final

The Hurricane is back. Hannah led the final charge and made the crowd see triple as the Hondas of Bailey and Martin burst out of the turn behind him. Burnworth, King and Holley followed. Holley, Cantaloupi and especially Ward were providing the action. Holley and Ward were together, but Holley passed King, then Burnworth a lap later.

By that time Hannah and Bailey were gone; the distances were not large, just safe. Ward got around King, but King wicked it right back past. Coming onto the start straight,

DIRT DIGGERS NORTH MOTORCYCLE CLUB

PRESENTS THE 15th ANNUAL

HANGTOWN

Motocross Classic

March 26, 27, 1983

Sportsman Day March 26, 1983

$20 entry per class — no refunds — no exchanges — limited entry

Sponsored by Roseville Toyota

MUST BE SENT WITH ENTRY:

1. MONEY ORDER or CASHIER'S CHECK — NO PERSONAL CHECKS
2. PHOTOCOPY of AMA Card (rider classification), AMA District Card
3. ONE LEGAL SIZE, STAMPED, SELF-ADDRESSED ENVELOPE PER ENTRY

Incomplete Entries Will Be Returned
Positive Proof Of I.D. Will Be Checked At Sign-Ups,
Notarized If Under 18 Years Of Age
Race Numbers Will Be Assigned

Entries Open Feb. 12, Close Feb. 22

Entries Postmarked Prior To Feb. 12
Will Be Penalized 5 Days.

Wrangler SUPERCROSS SERIES

Entries Must Be Postmarked.
Sorry, No Overnight Camping
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Write: Howe Avenue Box Offices, 925 Howe Ave., Sacramento, CA 95825
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Very Limited Entry	CLASSES	Very Limited Entry
125cc ..... Novice		Jr. (Am-Int) Expert
250cc ..... Novice		Jr. (Am-Int) Expert
Open cc ..... Novice	250 Riders Total	Jr. (Am-Int) Expert
Vet Class Age 30 to 39 ..... Novice		Jr. (Am-Int) Expert
OT Class Age 40 — ..... Novice		Jr. (Am-Int) Expert

Location: Prairie City OHV Park Sacramento

AMA SANCTIONED

No Bottles — Dogs — or Bicycles will be allowed on race site

MOTORCYCLE COMPETITION 36

OFFICIAL SPORTSMAN ENTRY
This Is The Only Entry Form Accepted

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Hangtown '83

Official entry blank

If incomplete, entries will be mailed back

CLASS _____
Dist. 36 No. _____

Date _____ Event _____ Engine Size cc _____

Print Name _____ Address _____ A.M.A. Number _____

City _____ State _____ Expires _____

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I hereby agree to conform and to comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and A.M.A. District 36.

ASSUMPTION OF RISK AGREEMENT

IN CONSIDERATION OF permission to enter for any purpose the NON-PUBLIC AREA (defined as any area to which admission is not open to the general public, including but not limited to: pit areas, judging areas, special promotional areas, racing surfaces, walkways, officials' and participants' areas, etc.) of the above location, and/or in further consideration of permission to observe and/or participate in the above-described event in any capacity whatsoever, I hereby understand and agree as follows:

1. I RELEASE, DISCHARGE AND AGREE NOT TO SUE the American Motorcycle Association, its officers, trustees, employees and agents, event officials, promoters, sponsors, motorcycle owners, riders, mechanics and pit crew, and owners and lessees of premises used in connection with the event, and each of their respective employees and agents, from all claims, demands, actions, causes of action, liability, loss or injury (including death) of whatsoever kind, nature or description that may arise to my person and property, in any way resulting from or arising in connection with the above-described event while I am in the NON-PUBLIC AREA.
2. I ASSUME FULL RESPONSIBILITY FOR AND THE RISK OF loss, damage or injury (including death) of whatsoever kind, nature or description that may arise to my person and property notwithstanding any negligence of the American Motorcycle Association, its officers, trustees, employees and agents, event officials, promoters, sponsors, motorcycle owners, riders, mechanics and pit crew, and owners and lessees of premises used in connection with the event, and each of their respective employees and agents, while I am for any reason in the NON-PUBLIC AREA, because I enter the NON-PUBLIC AREA voluntarily and upon reliance of my own judgment and ability and knowledge of the risks and hazards to myself and property while entering, upon and departing such area.
3. I INDEMNIFY AND HOLD HARMLESS the American Motorcycle Association, its officers, trustees, employees and agents, event officials, promoters, sponsors, motorcycle owners, riders, mechanics and pit crew, and owners and lessees of premises used in connection with the event, and each of their respective employees and agents, from any loss, liability, damage or cost each of them may incur due to my presence in the above-described NON-PUBLIC AREA.
4. THIS RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT SHALL BE BINDING UPON my heirs, administrators, executors and assigns.

If any portion of this Release, Assumption of Risk and Indemnity Agreement is held invalid, the balance shall notwithstanding continue in full legal force and effect.

I HAVE READ AND VOLUNTARILY SIGN THIS RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, and I certify that no oral representation, statements or inducements apart from the foregoing written agreement have been made.

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE ABOVE CONDITIONS

(Sign In Ink)
Rider's Signature _____ Rider's Age _____

IF RIDER IS UNDER 18 YEARS OF AGE, PARENT OR GUARDIAN MUST SIGN AND HAVE ENTRY BLANK NOTARIZED BY OFFICIAL NOTARY PUBLIC FOR PERMISSION TO RIDE.

(Sign In Ink)
Parent or Guardian's Signature _____

Mail entries to:

Dirt Diggers North M.C., 6683 Weatherby Way,
Sacramento, CA 95842

This is the only entry blank!

(Left to right) Bailey and Miss Wrangler enjoy. Hannah seems unsure. Miss Miller sneaks in a plug, while Ward catches his breath.

Ward held on the gas, stuffed into the haybales in the turn before, and went by King for good. Holley then began to feel the pressure from Ward. Holley's front wheel washed for the smallest moment in the first turn and Ward was into fourth. Ward went wide into the turn before the finish and went by Martin, who said later, "We've been doing a lot of work on our production bikes, but I didn't realize they were working that well (speaking of his and Keylon's starts). I got to thinking about how I was doing and my arms pumped up. I was just surviving." Martin gave it a good try when King made a bid for fourth. Two of Supercrosses' biggest riders were side by side for three turns before King earned the clear advantage.

Hannah and Bailey proceeded to the flag, with Hannah lapping up to 10th. Ward was third, followed by King, Martin, Holley and Barnett. Barnett moved up rapidly in the late laps when other riders tired.

Hannah said of the race, "All it took was a holeshot, Honda gave me that." Bailey anticipated the question, "Yes, I'm pumped." Bailey kept the series lead by one point. Ward was unaware of his final position till after the fact, "I had a good jump and held it to the turn. If I had been on the inside I would have had the holeshot, but some riders came across and I rode along the haybales. I just saw three riders ahead of me and passed them. I didn't know I was third till I was riding back to the pits."

Top Yamaha and top privateer honors went to Holley who quipped, "You know what to say now don't you — Jim Holley, King of the Privateers!"

Results

FINAL: 1. Bob Hannah (Hon); 2. David Bailey (Hon); 3. Jeff Ward (Kaw); 4. Alan King (Suz); 5. Steve Martin (Hon); 6. Jim Holley (Yam); 7. Mark Barnett (Suz); 8. Donnie Cantaloupi (Yam); 9. Scott Burnworth (Suz); 10. Mike Bell (Yam); 11. Kenny Keylon (Hon); 12. Billy Liles (Kaw); 13. Larry Hooper (Hon); 14. Mike Larson (Hon); 15. Brian Myerscough (Hon); 16. Warren Reid (Yam); 17. Erik Kehoe (Hon); 18. Danny Chandler (Hon).

Sunday

A record setting Northwest crowd filled the Seattle Kingdome to watch the Hurricane win his second Supercross in as many days. Hannah's win was a come-from-behind win, made necessary when he slowed to avoid a terrifying first turn crash that started the electrifying final. Jeff Ward had his works Kawasaki in position for the holeshot when it took a bad bounce going into the first turn. He rode the front wheel deep into the turn, but got turned before the hay bales. It was too late as the replay showed Danny Chandler going down in evasive action and taking out Ward's rear wheel. The camera angle made it look as if Chandler may have been hit from behind also, but no other riders could be identified.

Ward, Glover and Howerton went over the bank, and Alan King ended up on top of Magoo with Magoo's works Honda on top of him runnig wide open. Ward and Glover were up quickly and tried to return to the race. Glover had the choice of running over a paramedic or Chandler, who was still in the track. Glover intimidated the women out of the way and most returned to action. Howerton and Magoo were out for the night.

Some improvements were made to the track, but the track was still a major source of complaint. Too small, too fast and no place to pass were the major comments. Attendance for the second night was 35,840.

Heats

Alternate motos had to run before the heats, and most of the entrants again played supporting roles as Yamaha's Donnie Cantaloupi and Lechien divided the moto wins between them in the same fashion as the previous night. Cantaloupi won over Suzuki support rider Rick Ryan and Yamaha support rider Todd Peterson. Lechien topped Team Tamm's Mike Shoemaker and Canada's Jari Heinonen.

Two of motocross racing's tallest, Bailey and Yamaha's Mike Bell, led Honda rider Jim Tarantino, Warren Reid and Billy Liles, on a works Kawasaki, at the completion of the first lap of heat one. As a matter of fact, they led the same people in the same order at the completion of the last lap. Bell closed on Bailey, but they held position. Ron Lechien was slicing his works Yamaha through the pack and caught Peterson, but after dicing for a lap, Peterson did not come around. Lechien took sixth and Bill Grossi's Maico was the last rider direct to the semi.

Hannah led a four-way Honda blitz of heat two. He picked up the holeshot over Breker, Martin, Howerton, Erik Kehoe and John O'Mara. Howerton was the only rider not on a Honda.

Four laps into the race Johnny O' lept out onto the start straight ahead of Howerton. He closed on Martin, but the order remained Hannah, Breker, Martin and O'Mara. Heinonen took seventh and the final direct transfer from this heat.

A special bigger-than-normal Suzuki slipped Alan King into the record books in heat three. King took his first Supercross heat win after an all-out war with his Suzuki teammates Mark Barnett and Scott Burnworth. The trio pulled a three-way holeshot and the three were not seen again by the pack, until Yamaha support rider Jim Holley started to reel in Burnworth at the end of the heat. Barnett passed King and caught Burnworth, but when they came back around King was in front. He and Barnett tore up the track, but King hung tough for the win.

Broc Glover, Ward and Phil Larson were the leaders of heat four over Keylon, Chandler and Clint Hardick on a Suzuki. The order stayed that way until Glover dropped his bike on lap two. Ward went to the lead, Larson to second and Glover to third. Chuck Sun moved to seventh on his Maico and the race was essentially over.

Ryan and Jim Anderson had their grasps on the transfers out of the first quarter-final from start to finish.

Team Tamm's Dean Cates did the same in the last quarter-final, but fell in the last turn, which gave the transfers to Moto-X Fox/WD-40/Yamaha rider Steve Burdette and Cates' teammate Shoemaker.

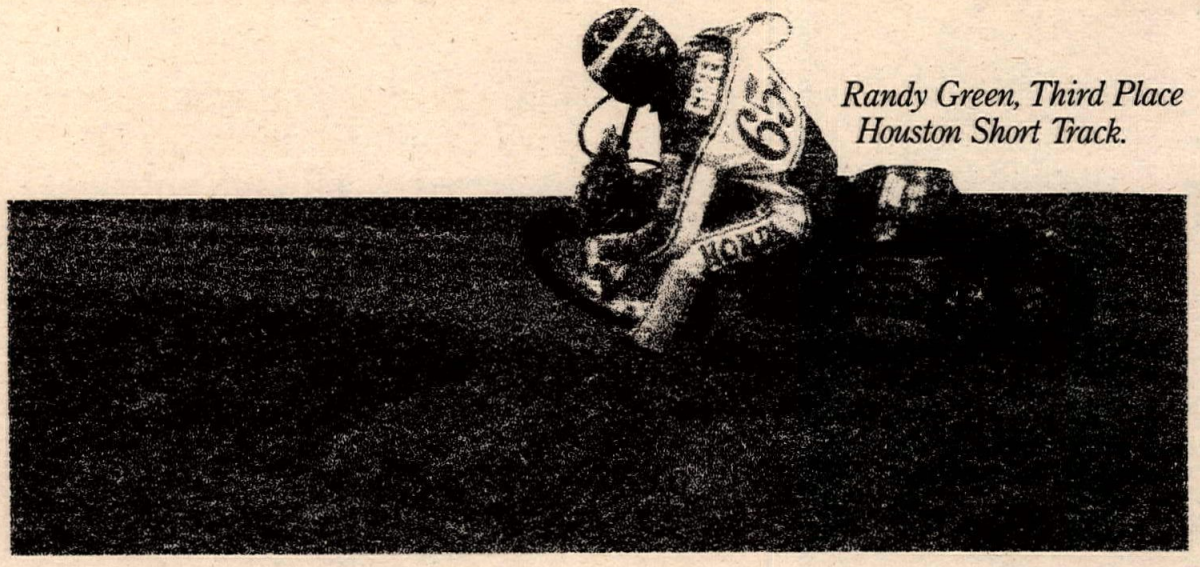
Semis

Bell led the first semi over O'Mara, Breker, Reid, Benolkin and Bailey. Hannah and Howerton were not in the top eight on lap one. O'Mara got Bell going onto the start straight on the fourth lap. Bailey moved to fifth and Hannah to sixth. Benolkin and Ryan took the final direct transfers. Howerton finished one place out, but

(Continued to page 24)

"I DUNNO, WHAT'D YOU DO LAST WEEKEND?"

After a full weekend of racing, Team Honda brings back a full shelf of trophies.



Randy Green, Third Place Houston Short Track.

TEAM HONDA MAKES SHORT WORK OF HOUSTON SHORT TRACK.

Like everyone else we believe in getting down on the weekend.

And that's exactly what we did at the first round of the Camel Pro Series at the Houston Astrodome.

We got down to the finish line before anyone else.

It all started with Terry Poovey, who happened to be riding a Team Honda short tracker for the first time.

Thanks to the power delivered by his water-cooled CR250R powerplant he finished the first race of the season in the best possible way.

By finishing first.

Riding a similarly powered machine, Randy Green turned in a similarly amazing performance.

In his first national race as an Expert, he finished a close third.

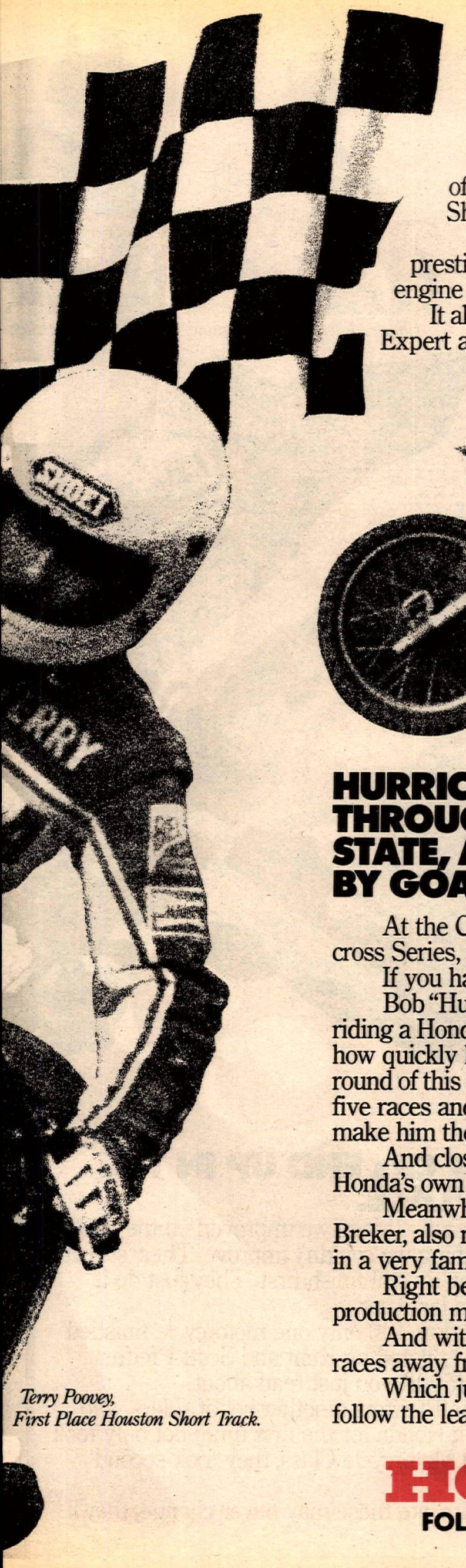
HOW MANY JUNIOR RIDERS DOES IT TAKE TO SWEEP A DIRT TRACK?

Three.

Which, surprisingly enough, was exactly the number of riders who placed in the Camel Pro Junior Invitational Short Track while riding bikes powered by CR250R engines.

And while this 1-2-3 sweep of one of America's most prestigious Junior races shows the world how fast a Honda engine can be, we're proud of it for another reason.

It also shows the world how Expert a Junior can be.



Terry Poovey, First Place Houston Short Track.

Bob "Hurricane" Hannah, First Place, points leader 250 Pro Class.

HURRICANE BLASTS THROUGH GOLDEN STATE, ACCOMPANIED BY GOAT.

At the CMC Golden State Motocross Series, the forecast was excellent.

If you happened to be riding a Honda.

Bob "Hurricane" Hannah, who started riding a Honda early this season, showed everyone how quickly he catches on. He not only won the fifth round of this seven round series, he's won four of the five races and has enough points under his belt to make him the 250 Pro Class leader.

And closely following the leader is Team Honda's own David Bailey in second place.

Meanwhile in the 500 Pro Class, Goat Breker, also new to Honda, has the competition in a very familiar position.

Right behind his CR480R Pro-Link™ equipped production motocrosser.

And with a total of 366 points, he's only two races away from winning the series.

Which just goes to show you that when you follow the leader, you might also end up one.

Goat Breker, points leader Open Pro Class.

HONDA

FOLLOW THE LEADER

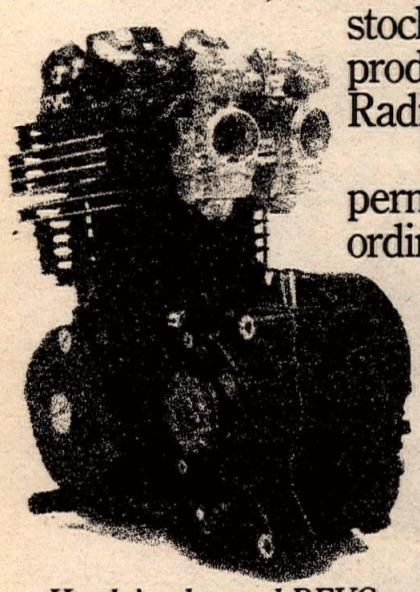
Make that two shelves.

WINNING THE PARKER 400 TURNED OUT TO BE A BIG PRODUCTION.

It didn't take a collection of exotic after-market parts to win the Overall Motorcycle Honors at the Parker 400.

All it took was a production 1983 Honda XR500R. The same machine that won the Baja 1000.

Of course, a motorcycle like the XR500R makes the word stock seem rather exotic. After all, no other production motorcycle uses Honda's exclusive Radial Four-Valve Combustion Chamber.



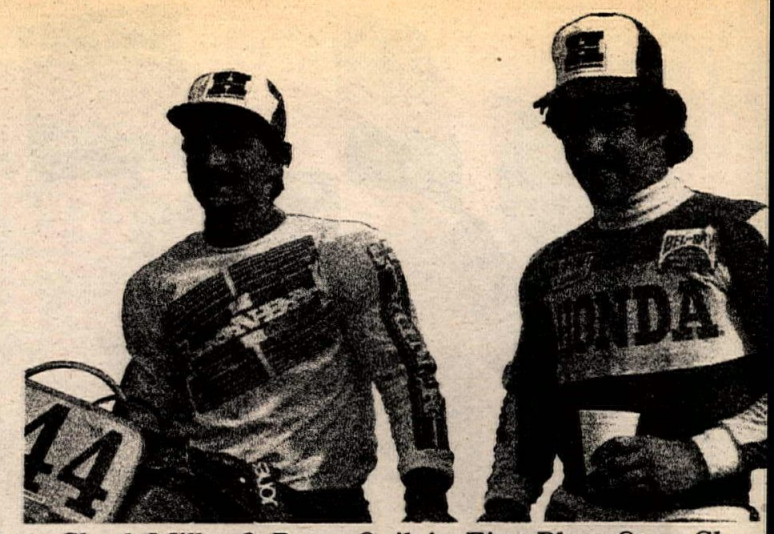
Honda's advanced RFVC XR500R engine.

It allows a higher compression ratio and permits more rapid, efficient combustion than ordinary designs. Which means more horsepower and torque. Honda's unique twin carb system, meanwhile, provides smooth power delivery from idle to redline. And when a bike comes with a state-of-the-art engine and suspension, there's just no reason to change them.

So Bruce Ogilvie and Chuck Miller didn't.

They merely rode it as fast as they could. Which was very fast indeed. In fact, it was fast enough for first place.

Which is exactly what we expect our production motorcycles to do. Produce.



Chuck Miller & Bruce Ogilvie, First Place Open Class.

Kent Pfeiffer

BRAND NEW CRs END UP IN THE SAME OLD PLACE.

No matter how many things we improved on the 1982 CRs, there was one thing we couldn't improve. Their success.

So for 1983, the CRs still finish first. They just do it faster and easier than last year.

In fact, at the Parker 400 only one motorcycle finished ahead of the CR250R piloted by Kent and Scott Pfeiffer. And that was the XR500R you just read about.

Which meant the Pfeiffers (another set of riders who happen to be racing a Honda for the first time) not only took first place in the 250 Motorcycle Class, they took second overall as well.

And while results like these may never change, they'll never get old either.

Chuck Miller

Dean Sundahl

THREE GUESSES WHICH THREE-WHEELERS WON THREE CLASSES.

If you answered Honda, Honda and Honda you were right.

In the Parker 400 Open Class, Craig Corda and Brett Driscoll rode their ATC® 250R-based three-wheeler to the championship.

Dean Sundahl and Mike Coe finished off the 250 class on another '83 ATC250R. And Curtis Sparks and Mark Weixeldorfer took the 200 class win.

What happened to the competition you ask? Well, your guess is as good as ours.

HONDA

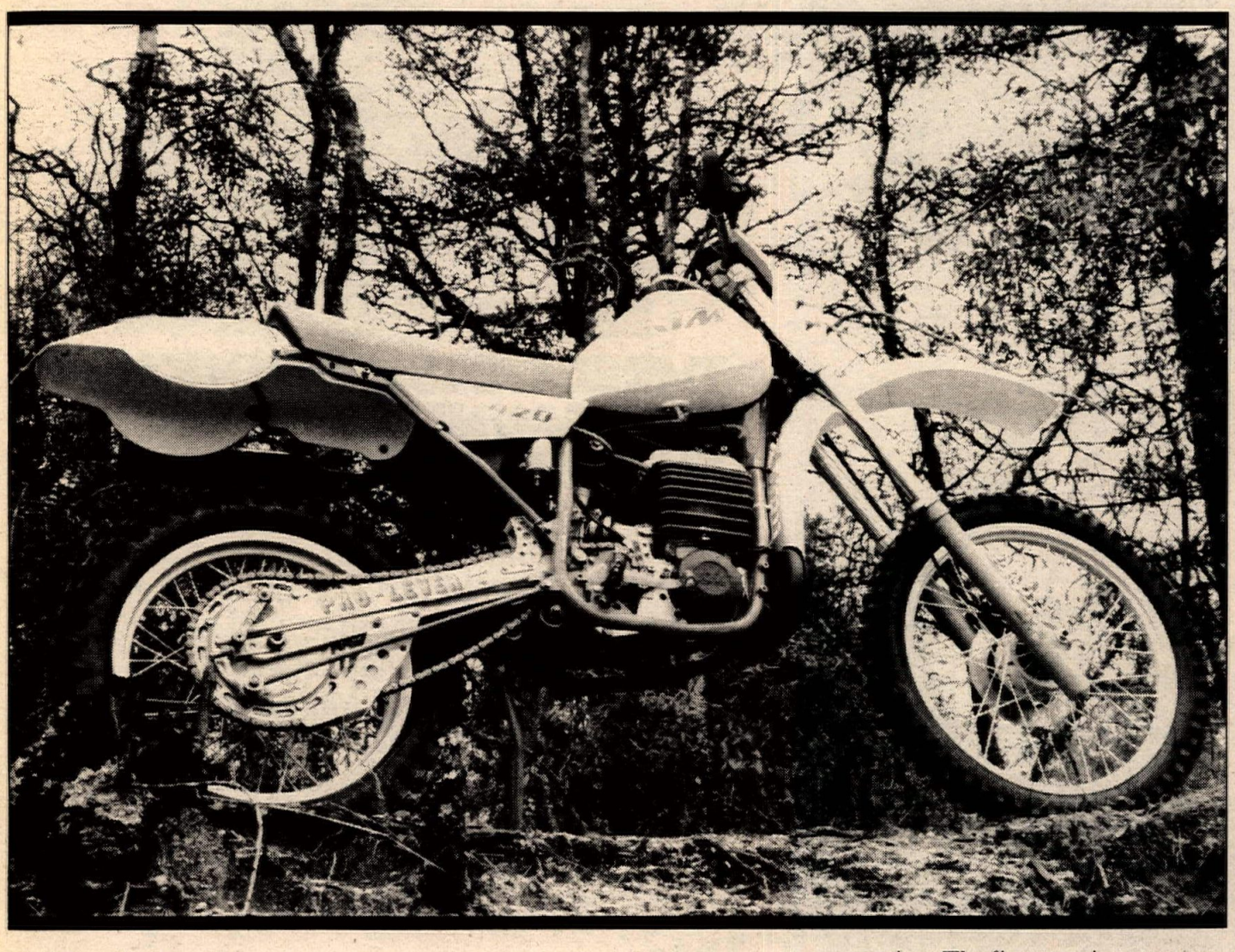
FOLLOW THE LEADER

See Team Honda at the Miller High Life Superbowl of Motocross at Atlanta's Fulton County Stadium, on March 5th.

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc. ATC® is a registered Honda trademark.

Impression: KTM 420 MXC

Return of the monster's little brother



By Dan McCauley

The 420cc KTM was first produced in 1979, but at the end of the following year the 420 was dropped from the Austrian firm's line. Why? Because KTM unleashed on the public an Open class animal that only a few men have been able to tame. That bike, of course, is the awesome KTM 495. Realizing the 495 "man-eater" is perhaps a bit more than the average dirt rider needs, KTM has re-released the 495's "little brother" — thus the return of the 420 MXC.

The two machines share many of the same traits with the comparatively mild mannered 420 being the more forgiving of the pair. Built with motocross sophistication for maximum effectiveness, the 420 MXC can run with the best at the top of the competitive world while still retaining the ability of being a fun toy to go trail blasting on. In fact, the 420 is the kind of motorcycle that can satisfy a wide variety of riders, from the basic trail squid to a National AA ranked enduro star.

ISDT gold medalist Jeff Hill, KTM's Southeastern rider representative, took the time to thoroughly familiarize us with the features, changes and quirks of the 420. Hill also made sure the stock machine was running properly and that the suspension was dialed in to best suit the 150 pound *Cycle News* tester. The only change we requested from stock was the shortening of the handlebar width from the out-of-the-crate 34 inches to our preferred width, 31 inches.

So, with all systems go, we took the shiny white 420 to a hare scrambles race to begin our testing. With heavy rains having already turned the sandy central Georgia course into a mud bowl, we knew the one and one-half hour race would be a good test bed with which we could determine the strengths and weaknesses, if any, of the bike.

As it turned out, the race proved very rewarding as the KTM carried us to not only the Open class win, but overall victory as well. What follows is our impression of the bike after riding it to that win, plus smoking it over before and after the run.

When cold, only three or four good kicks were needed to start the 420. That's appreciated because some big bore bikes require the rider know some trick, or be able to kick past the point he's already blue in the face.

With the 420, you just turn on the gas, tickle the Bing carburetor until gas begins to run out, crack the throttle about a quarter turn, kick it and bingo!

On one occasion the kickstart lever got hung up underneath the swingarm after reaching the bottom of its stroke. While we mention that, it's no big deal because all you have to do is bend over and unwedge it by hand.

After the engine is warmed up, one kick would always fire it back up after you've shut it down. We managed to fall three times — for testing purposes, of course — during the hare scrambles, twice on some slick woods trails and again out in a fast section. The first two times we were able to remount without having to restart the bike, but when we unloaded in the fast section the engine naturally stopped running. A single stab at the kickstarter brought the engine right back to life.

Measuring out to 419.6cc, the conventional two-stroke, piston port engine uses a rather long intake track and a five-speed gearbox. KTM claims 46 horsepower is being produced at 6,800 rpm. That's by no means an outrageous amount of power compared to many of today's big bore bikes, but more important than just numbers is the way in which the power is delivered. And that's where the 420 MXC shines. Smooth, controllable power can be attributed to somewhat mild porting and also the external flywheel. Although it certainly won't diminish the bike's performance, the silver paint on the powerplant is prone to flake off. Unlike many other Open class bikes, the KTM 420 lacks a reed valve.

The crisp running MXC has enough power to be very competitive in any eastern enduro. Desert riders will probably want more top end, and going up one tooth to a 16 tooth countershaft sprocket should accomplish that.

Clutch pull has been eased over earlier models, but still requires more than two fingers. Lubing the cable on a regular basis is a good idea, and when the stock cable wears out, many KTM owners go with a Terry cable.

The 38mm Bing carburetor doesn't have a choke and apparently doesn't need one as the tickler does the job just fine.

The airbox has been improved by widening the top for easier servicing of the filter once the seat is removed. A twin-stage Poly Two air filter comes with all KTMs. Drawing air from under the seat, the MXC's airbox is as watertight as most.

The single wall pipe looks identical to the unit on the 495. A rebuildable steel silencer comes stock while an optional U.S. Forestry Service approved Trapp spark arrester is available from KTM. A Richter aluminum silencer or spark arrester may be a good way to remove a few extra ounces.

The 420 sports an improved single down tube, split cradle frame made of high quality chromoly 25. The tubing diameter of the main frame has been increased by 4mm which allows the KTM engineers to decrease the overall weight of the frame by deleting a piece of the support tubing which hampered access to the carb.

In 1982, KTM produced the first modern day era production bikes with removable rear subframe sections —similar to the works Honda RC's. The removable section is handy as it allows quick access for tuning of the single Fox Twin Clicker shock.

New for '82 in the suspension department is a 42mm Marzocchi fork. The beefy unit features forged aluminum sliders which are light as well as strong. 11.8 inches of really plush travel is partly due to improved damping characteristics. The stock five-weight oil wasn't changed because the fork was spot on the way it came out of the box.

We have heard that the fork seems to "break in" and work even better as a small amount of fork seal "stiction" goes away. But as we just said, the fork worked great from mile one and we were impressed that the fork seals didn't leak despite the grueling race miles we worked the bike through.

The 420's Pro Lever rear suspension supplies over 12" of rear wheel travel. Over a foot of travel for a bike that is going to be ridden in the woods is certainly impressive. A totally adjustable single Fox Twin Clicker shock handles the responsibility of equalizing the performance supplied by the front suspension. To help with this task, KTM engineers have come up with an improved, more progressive leverage ratio by lengthening the Pro Lever arm. The connecting arm Heim joints have Zerk fittings so grease can be pumped in between complete maintenance teardowns.

The Twin Clicker shock has 36 rebound and eight compression settings. Rebound is adjusted at the bottom of the shock shaft with zero the stiffest setting and 36 the lightest. The shock came set on 12 and we felt that to be a bit too light so we ran the bike on 8.

A large shock reservoir sits behind the right plastic side panel. On top of the reservoir is the compression adjustment knob. KTM delivered the 420 with the compression set on the third of eight settings. We opted to change it to lucky number five.

If those changes aren't enough, the spring pre-load can also be adjusted to a setting of the rider's preference. Out of the crate the pre-load was a little on the soft side so we increased it by tightening the large shock spring approximately 10mm.

The only thing we didn't fool with was the nitrogen pressure. 250 pounds is stock.

A Celasto bumper is located at the base of the shock to eliminate any possibility of harsh bottoming. Even after an hour and a half of riding over rough terrain, the shock never bottomed out.

The total rear suspension package is one of the best responding rear ends on the market today. The 420's complete suspension package is soft enough to allow one to glide over stutter bumps, and at the same time provide the capability of soaking up the resulting landing over the largest of jumps.

The heat treated box section aluminum swingarm has the same overall dimensions as last year's KTMs with the only change we could detect being the addition of a few gussets for increased strength.

KTM listens to input from their dealer network and from KTM owners. Southeastern enduro competitor Cam Roos wanted a bolt-on sidestand—so, Cam, for all you do, this sidestand's for you.

A 21" stainless steel Nordisk rim, made in Norway, is laced to the spool hub with 8 gauge spokes. Set up for quick changes, the front wheel can be removed by simply loosening two 10mm nuts and then using a 17mm wrench to remove the axle. Thanks to the Brembo disc brake, there is no backing plate to wrestle in place when putting the wheel back on.

Separating the KTM 420 from the competition is that Brembo front disc brake. The MXC is the only two-stroke enduro bike that comes with a disc brake. How did it work? It worked great, even in the muddiest of conditions it supplied excellent braking power.

Comparing KTM's disc brake to others on the market, you'll find the Brembo master cylinder is somewhat larger.

The Kawasaki KX and Honda XR 500 calipers are better protected as they are located behind the fork slider, rather than on the front of the slider as is the case with the KTM. On the plus side, the Brembo unit has totally done away with the vulnerable banjo fitting that the brake fluid is pumped through immediately upon exiting the master cylinder. Despite predictions of disaster as far as disc brakes are concerned, we've heard no reports of riders having problems even under rocky enduro conditions.

Considered by many to be the ultimate tire combination, Metzeler tires come stock on the MXC—a three-ply 3.00 x 21" in front with a 4.50 x 18" four-ply on the rear. Rim pins rather than rim locks are used to allow for fast ISDE type tire changes.

For strength, the conical rear hub is laced with 40 eight-gauge spokes.

New for '83 throughout the KTM line is the way the solid brake rod is tucked between the inside of the frame and the swingarm. The rod is thus out of the way of the rider's boot and other potential hazards.

A faint howling noise could be heard when the full floating rear brake was applied midway through the muddy race. This never developed into a problem and the brake continued to perform well. Chalk up the howling as being annoying, no more.

The solid roller Regina GP chain runs through a sturdy system of rollers, blocks and guides which make it virtually impossible for the chain to jump off. When the stock chain wears out, replacing it with an o-ring chain would be the way to go.

Black anodized Magura levers adorn the rubber-mounted handlebars. The clutch lever is not mounted on a split perch like the majority of its competition, something we'd change immediately if we bought an MXC.

A new clutch lever cover keeps mud and grit out of the adjuster and cable.

The stock Magura grips are a little long, so we replaced the clutch side grip with an Oury. Chalk that up to rider preference.

The new straight Magura 314 Duo throttle operated smoothly and earns a "plus" point in that it requires no tools to replace the cable at the top, making the overall operation of cable replacement quicker. One unique feature of the throttle is that it can be set for either a short pull for MX type use or a longer pull which can be advantageous in the woods.

The new style white plastic front fender is fine under dry conditions, but should be longer in the rear portion to prevent mud from caking on the engine. Vents have been cut in the fender and while they look neat and KTM claims they provide additional air flow to the engine for cooling, we're not really sure they serve a purpose.

The combination rear fender/number plate is the same unit found on KTM motocrossers.

A 3.4 gallon fuel tank allows a cruising range of just over 50 miles under racing conditions. An optional 2.4 gallon tank is available from KTM.

And we can't forget mentioning the new smaller plastic side panels which in our opinion enhance the bike's appearance.

The MXC comes in motocross trim but KTM sells a lighting kit, an Acerbis headlight, the same as is marketed by Hi-Point. It's an improvement on last year's KTM unit.

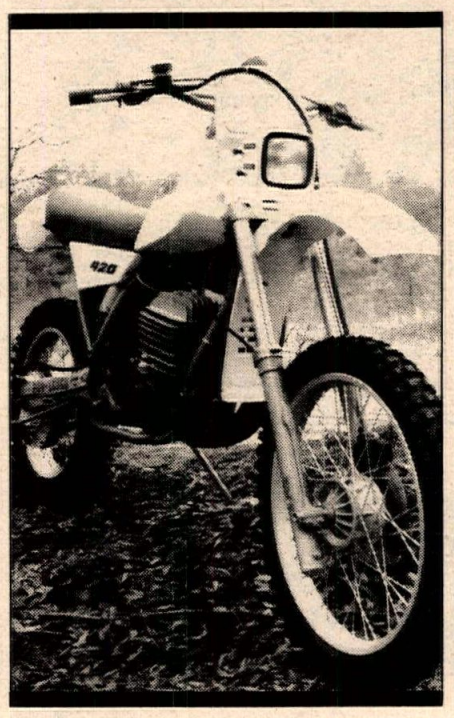
The Acerbis headlight has two switches—an off/on switch and a high/low beam switch. At first, that seemed silly, but we soon realized we could use the high/low switch for other accessories that needed juice, like Hot Grips. The optional light kit also includes a small single bulb taillight. A brake light can be installed with little effort.

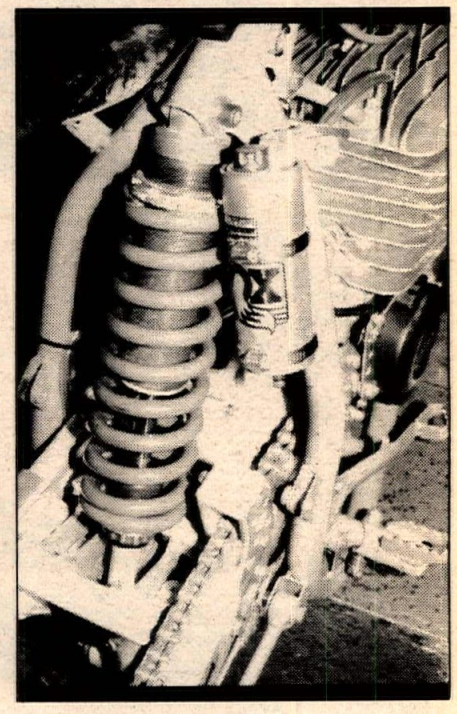
A VDO pacer for timekeeping is available from KTM dealers. The unit sells for $110.

In the "bits and pieces" department are such things as a blue seat which is not the "safety" kind . . . That's fine with us because you can still tape your enduro scorecard to the tank . . . The folding gear shifter lever's little rubber protector or what have you disappeared during the hare scrambles . . . That's not an, "Oh, no!" . . .The footpegs don't stick out quite as far as on previous models . . . High quality 8.8 grade bolts are used everywhere.

All in all, if you're in the market for an Open class woods bike and don't mind spending $2,800, you wouldn't go wrong purchasing the KTM 420 MXC. It has good power, handles very well, and will probably hold together longer than many of the other bikes it's competing against.

And finally, we'll tell you for the last time (we've said that before), KTM stands for — now pay attention because we're going to have a test sometime in the near future — Kronreif Trunkenpolz Mattighofen! •





Specifications

Engine

Type	Air-cooled single cylinder two-stroke
Displacement	419.6cc
Bore & stroke	85 x 74mm
Transmission	5-speed constant mesh
Clutch	Multi-disc wet
Carburetor	38mm Bing
Electrical	Motoplat external CDI

Chassis

Frame	Chromoly, single down tube, split cradle
Front fork	42mm Marzocchi leading axle, 11.8 in. travel
Rear suspension	Pro Lever, Fox Twin Clicker, 12.6 in. travel
Front tire	Metzeler 3.00 x 21"
Rear tire	Metzeler 4.50 x 18"

Dimensions

Wheelbase	59 in.
Seat height	37.8 in.
Ground clearance	14 in.
Dry weight	236 lbs.
Fuel capacity	3.4 gal.
Suggested retail price	$2,822